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Latitude 38

VOLUME 134, AUGUST 1988

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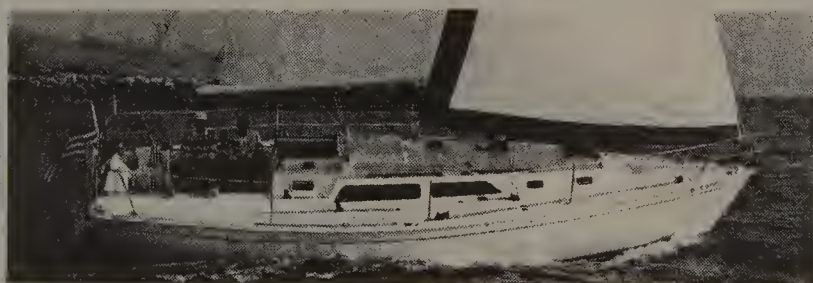
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CS36 Merlin. Two staterooms, rack and pinion steering
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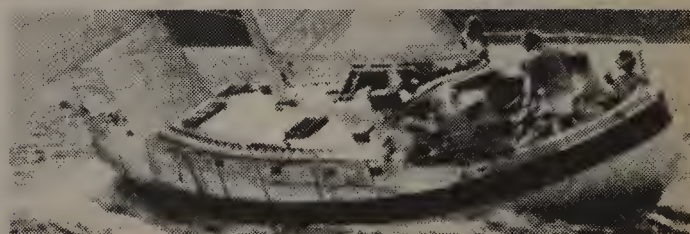
SCHOCK 34. Cruise ready. **\$78,000. One Left.**
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36' ISLANDER	40,900	CS40 Repo	Make Offers

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Tim Carpenter doesn't race his Islander 36 — unless, of course, there is another boat nearby. So while "Silver Cloud" may not be "beating the competition," Tim's new Cruising Spinnaker from Pineapple Sails has him passing boats port and starboard!

Pineapple Sails' reputation for building fast racing sails is widely known. Yet the care and consideration in designing and building racing sails are applied to our cruising sails as well. Whether it's a Cruising Spinnaker, a furling jib, or working sails for sailing the Bay or crossing oceans, our sails are engineered to fit and perform and last for many years and miles.

"Silver Cloud" is a shining example of a boat made better by Pineapple Power. Tim Carpenter is no racer, but he'll be the first to tell you he's ahead!

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Ben Oldham

Ben Oldham
President
Passage Yachts, Inc.

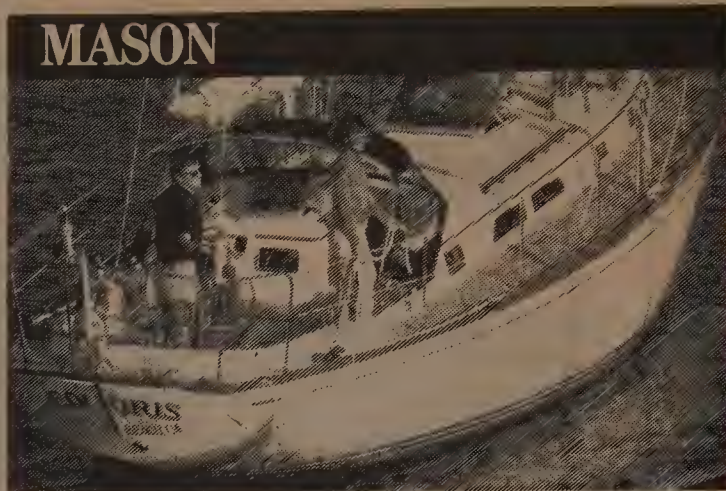
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Bēnēteau First 375	Passport 51	Pearson 31
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MASON



Mason 44—Call for appointment

PASSPORT



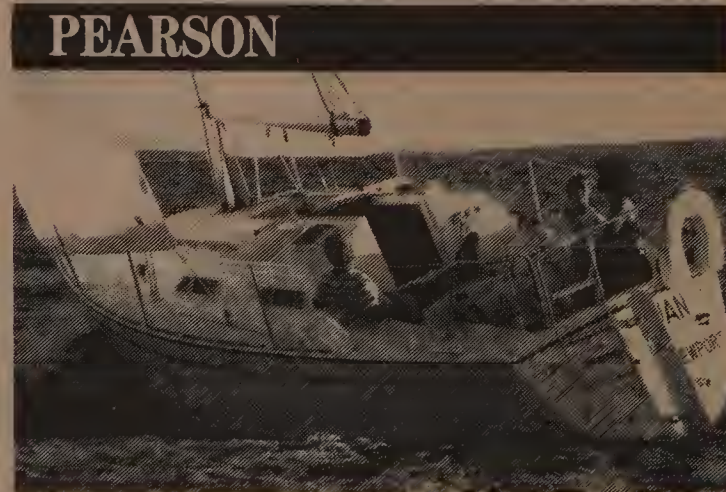
Passport 42—At our docks

BĒNĒTEAU



First 405—At our docks

PEARSON



Pearson 27—At our docks

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Bowman learns his lines.

Graphic Design: K. Bengtsson

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Pearson 31



For sailing performance and livability here's a boat you'll be very proud to own. The Pearson 31 is a solid yacht with a huge interior, first class gear, and the ability to really move.

Standard Features

- ▶ Harken roller furling
- ▶ Harken traveler
- ▶ 145% Genoa
- ▶ Mainsail & Cover
- ▶ Yanmar FWC Diesel
- ▶ Hot water system
- ▶ Digital knotmeter
- ▶ Digital depthsounder
- ▶ Digital wind instruments
- ▶ VHF radio
- ▶ Varnished interior
- ▶ Elliptical lead keel
- ▶ Elliptical rudder
- ▶ Pedestal steering
- ▶ Self-tailing winches
- ▶ 7 Opening ports
- ▶ Propane stove & oven
- ▶ Full safety package
- ▶ Anchor locker & package
- ▶ Sprayed bottom paint
- ▶ Ritchie compass
- ▶ Superb construction

Call for special introductory price!!

All new Pearsons come standard with a lifetime hull warranty and five-year guaranteed protection against bottom blistering.

Also see the new Pearson 27 at our docks now! "A lot of boat at a small price."



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PEARSON 27 ▶ 28 ▶ 31 ▶ 33 ▶ 36 ▶ 37 ▶ 39

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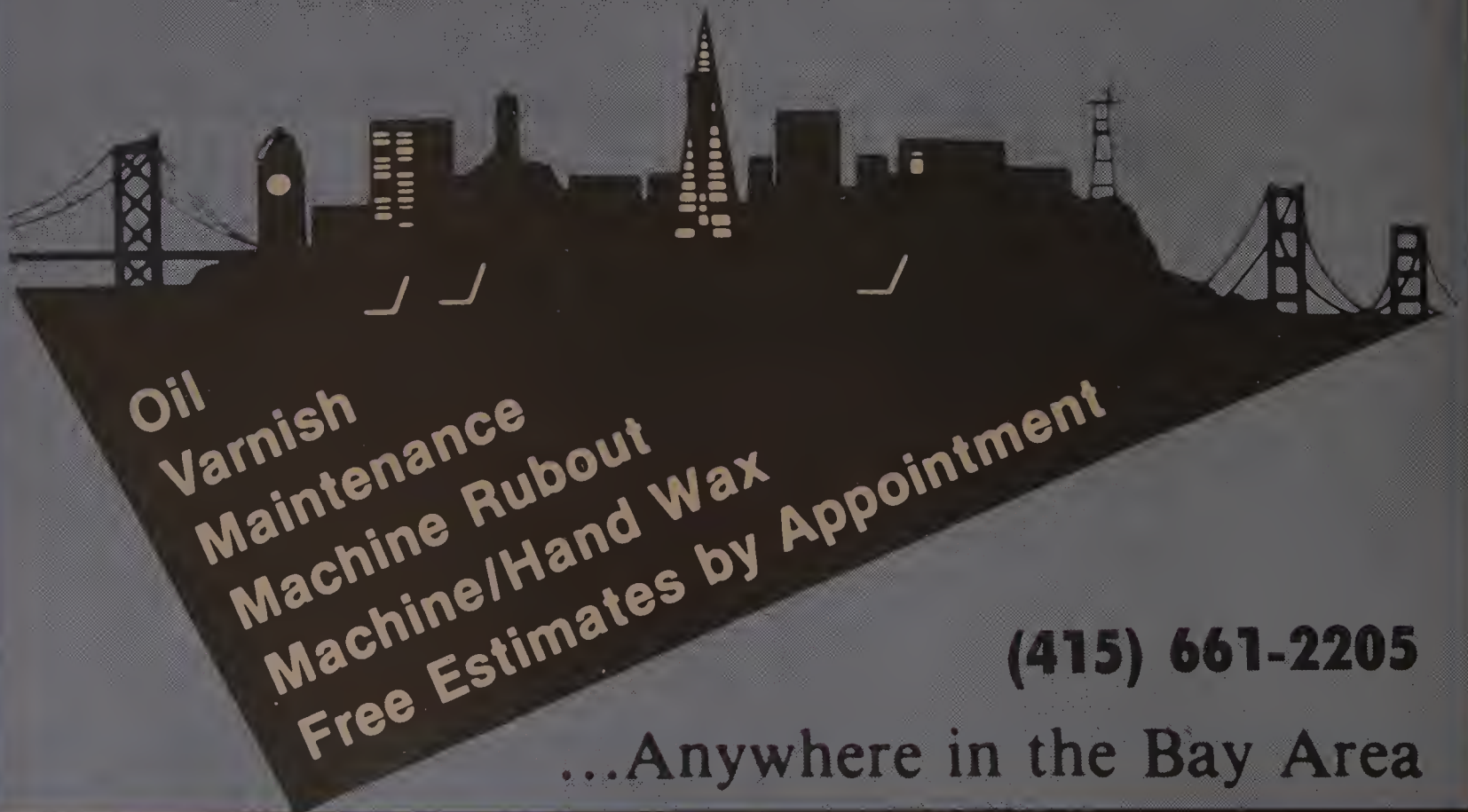
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62' Motorsailer	349,000.
55' Steel Staysail Ketch	249,000
54' S&S Aluminum	250,000
47' Off Shore Cheoy Lee	85,000
47' Formosa 1981	139,000
47' Passport	225,000
46' Island Trdr Ketch	149,000
44' Peterson, ctr cockpit	125,000
43' Frers "Shockwave"	250,000
42' Pearson 424 Ketch	125,000
41' Perry	125,000
41' Whitby Caribe	45,000
41' Newport	78,000
41' Morgan	(2) 85,000
40' X-1 TON	115,000
40' Beneteau One Ton	(2) 115,000
40' Olson	139,000
38' Ericson, Loaded	110,000
38' Bristol	39,000
38' Hood	92,500
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
38' Catalina, Beautiful	72,900
37' Islander Pilot House	62,000
37' Endeavor	64,500
36' Union	83,500
36' Islander	(2) 49,500
36' Custom, Kauri	119,000
36' Cheoy Lee, Luders	49,000
35' Santana	54,950
35' Mariner Ketch	35,000
34' Dehler, 1/2 Ton	69,000
34' Wylie	38,000
33' Yamaha	39,000
33' Wylie, Cold Mold	55,000
33' Hunter	34,950
33' Ranger, Harken Furling	34,500
32' Traveller	43,950
32' Islander	39,700
32' Beneteau 325	68,000
30' Newport, Diesel	27,500
30' Pearson	(2) 24,000
30' Catalina	28,500
30' Island Bahama	42,500
30' Baba	79,000
29' Ranger	21,000
29' Cal 2-29, Diesel	22,300
28' Islander	32,000
28' Pearson	31,500
28' San Juan	26,500
28' Columbia 28, Diesel	9,500
27' Cal 2 27	(2) 21,000
27' Cal T-2	11,200
27' Norseja	28,900
27' Ericson	18,900
26' Yamaha	27,500
26' Pearson	16,200
26' Intl Folkboat	10,000
23' Ranger	11,000



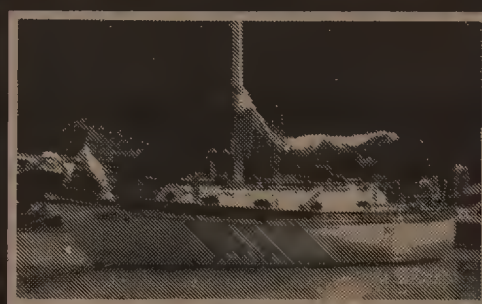
Newport 30, MKII. Excellent one-design. Diesel four sails. \$27,500.



Islander Bahama 30. Very well equipped. New epoxy bottom. \$42,500.



Pearson 424 Ketch. Fully equipped. Electric windlass. Spic and span. \$125,000.



Baba 30. Must see to appreciate. Loaded. \$79,000.



Ranger 33. Harken furling. Auto-pilot, refer. Lines aft. And more. \$34,500.



Union 36, 1985. Hardly used. New dodger being installed. \$83,500.

Racing Yachts



Frers 43. Shockwave. Call for details.

56' 1988 Davidson ULDB "Emotional Rescue"	\$550,000.00
55' 1984 Nelson/Marek ULDB "Lonestar"	\$300,000.00
48' 1985 Reichel/Pugh "Bladerunner"	\$300,000.00
43' 1982 Frers "Shockwave"	\$250,000.00
40' 1983 Olson ULDB "Spellbound"	\$139,000.00
34' 1985 Dehler 3/4 Ton "Ace"	\$ 69,000.00
33' 1982 Dehler 3/4 Ton "Victory"	\$ 75,000.00

*We Have Five One-Tonnners Ready For Worlds In S.F.

*40' 1986 Davidson "Mad Max"	\$130,000.00
*40' 1985 Farr "White Knight"	\$125,000.00
*40' 1985 X-Yachts "Dark Horse"	\$115,000.00
*40' 1984 Beneteau "Jazz"	\$115,000.00
*40' 1984 Beneteau "Coyote"	\$115,000.00

Buyers

We have a full staff of brokerage professionals that make their living by helping you find the right boat for your needs and budget. We are linked to all major market areas and are very successful in finding the "special boats." We also have an in house specialist who can make even the most difficult financial arrangements.



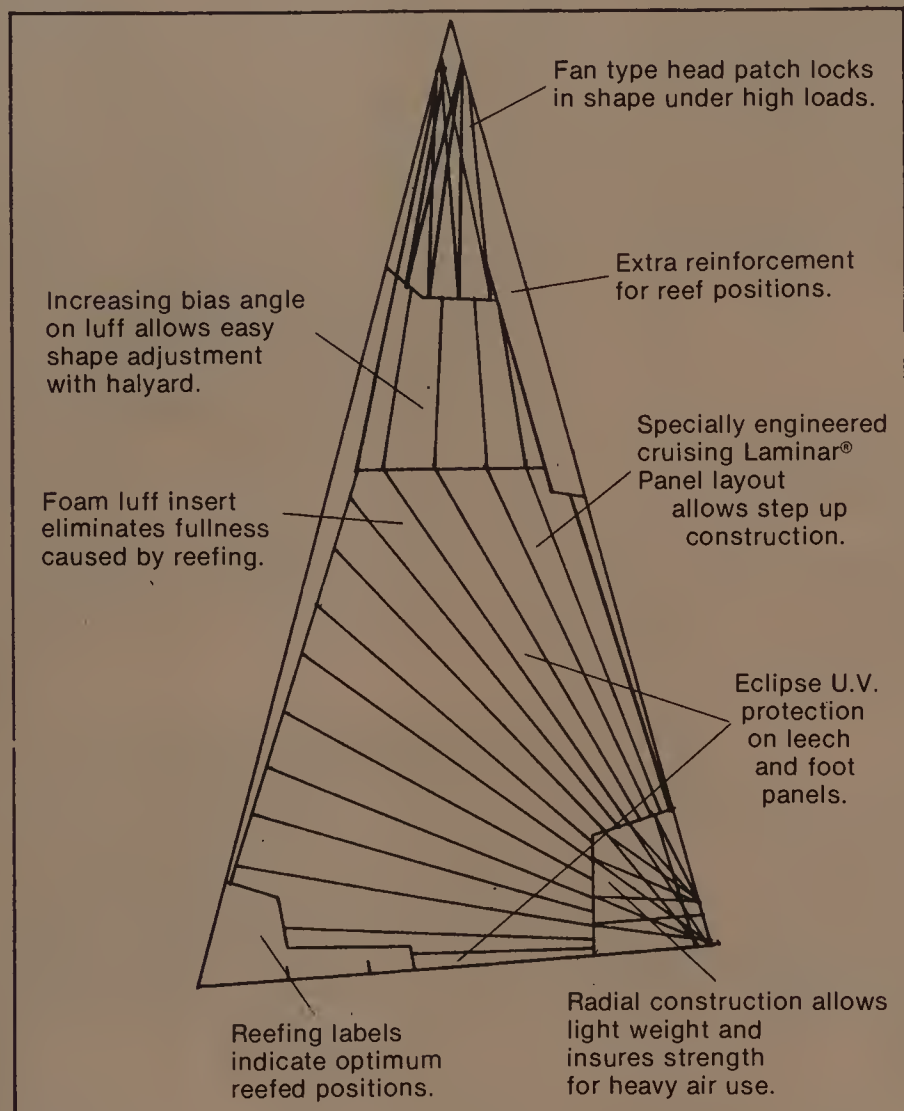
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Sellers

We work hard to sell your boat. We handle all the details, negotiations and problems. With our extensive advertising and corresponding agents through out the U.S. and Japan your boat receives maximum exposure. Since we are the largest sailboat dealer in Northern California most of the sailboat buyers pass through our doors. List your boat with us if you want results.

StarCruiserTM

HOOD's high technology introduces speed to roller furling genoas.



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The StarCruiser uses HOOD's exclusive Laminar® Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

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In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

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Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.

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Latitude 38

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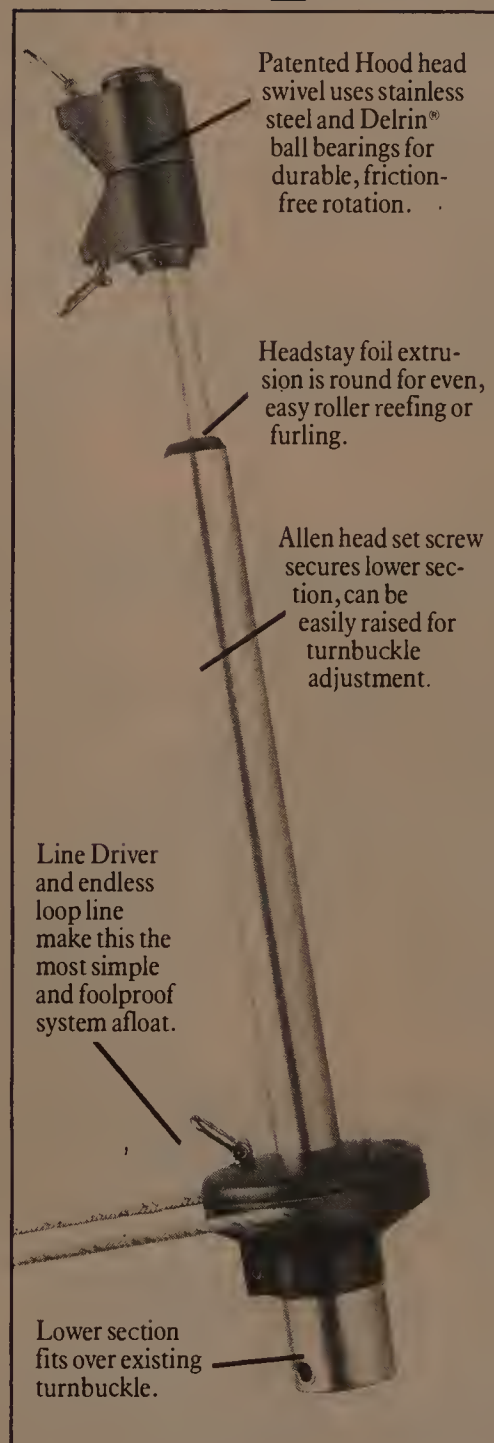
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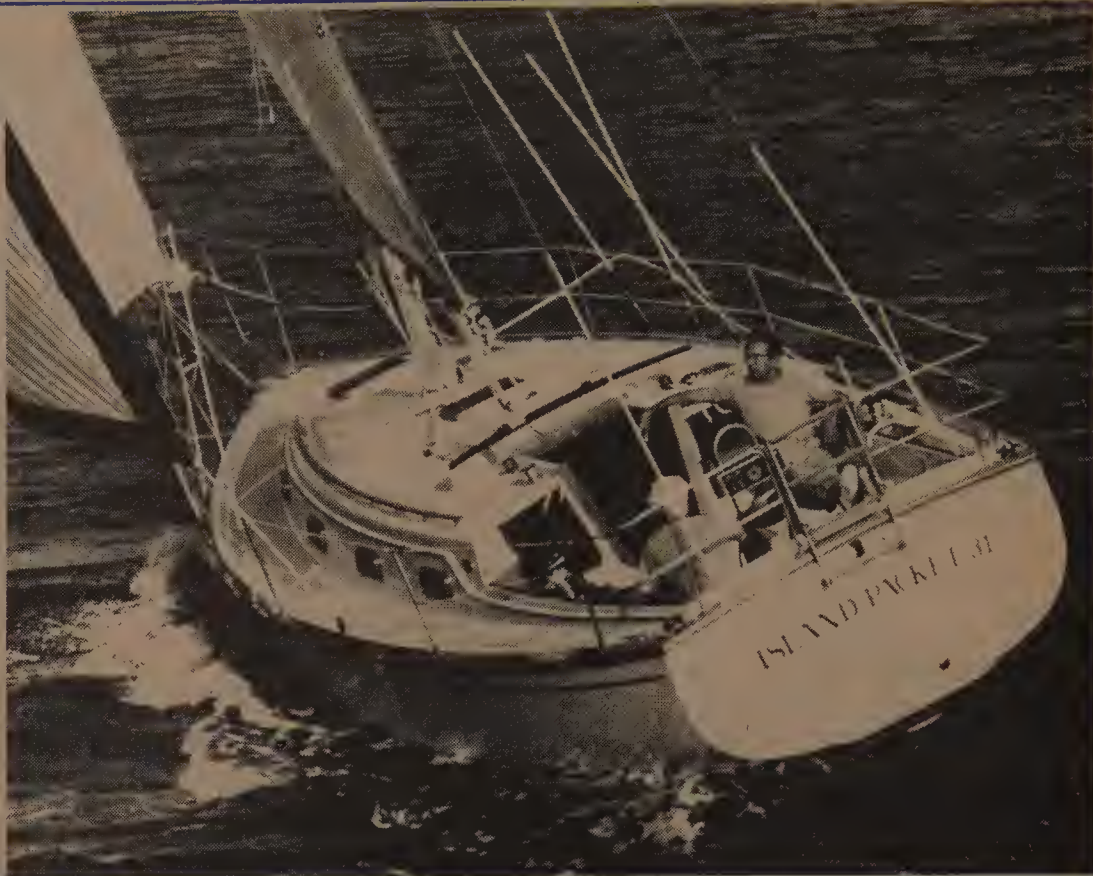
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His and Hers Backstays . . . The *Island Packet* Double Vision

The *Island Packet 31* has two bow anchor rollers, two anchor deck pipes, two chain lockers, two fuel pumps, two fuel filters . . . You might think that *Island Packet* builders were seeing double when they got to the backstay. Why two backstays? Simply because it makes stern ladder boarding easier . . . a simple pleasure that now seems too obvious. *Island Packet* people know that a lot of simple pleasures add up to great cruising and a lot of simple features add up to a great yacht.



FORMOSA 46 Proven South Pacific veteran which is ready to go again. SatNav, vane, dodger and more. Cutter rig easily handled by two. Owner ready to sell. \$99,500.



FREEDOM 33 Traditional lines and a singlehanders dream makes this a perfect short-handed cruiser. Impressive cruising record with all the gear to leave tomorrow. At our docks. \$69,500.



SANTANA 35 Get in the fast lane with one of the best, most active fleets now racing the Bay and ocean. One of the few competitive racers with cruise interior — Make a low offer.



CASCADE 36 Virtually new boat. Roller furling sails, Loran, hard dodger, all lines lead aft. Perfect for short-handed cruising. Low engine hours. Asking only \$49,500.



WESTSAIL 32 *New Listing!* This classic world cruiser sports a custom interior which is perfect for a liveaboard or gives you that homey feeling while swinging at anchor. Call for details. Asking \$57,000.



CHEOY LEE OFFSHORE 40 Very popular tri-cabin layout with extensive cruising inventory. A classic yacht with fine appointments and loving maintenance. Ready to leave. Asking only \$59,950.

SELECTED SAIL BROKERAGE

20' FLICKA	\$14,000
21' FREEDOM	13,900
22' MERIT, with trailer	12,900
23' AQUARIUS	3,950
25' CATALINA	14,900
25' CUSTOM BAHAMA	17,900
25' HUNTER	14,900
26' SCHOCK PAC Interclub	11,000
27' H-27	Offers 15,000
27' NEWPORT	17,000
27' SUN	17,500
29' ELITE	43,900
29' ERICSON	19,995
30' BABA	65,000
30' COLD MOLDED MULL	29,950
30' ERICSON	27,500
30' PEARSON	29,950
30' PEARSON 303	49,950
30' RAWSON	(2) 19,000
30' S-2 C	44,000
30' WILDERNESS	Inquire
32' VALIANT	59,500
32' WESTSAIL	(3) 57,000
33' FREEDOM	69,500
33' GURNEY Aluminum	54,900
34' CHINOOK	19,500
34' PEARSON	64,900
35' BREWER	69,500
35' BRISTOL	59,500
35' C&C LANDFALL	69,500
35' GARDEN Ketch	34,950
35' SANTANA	Bargain



Cruising World Yachts

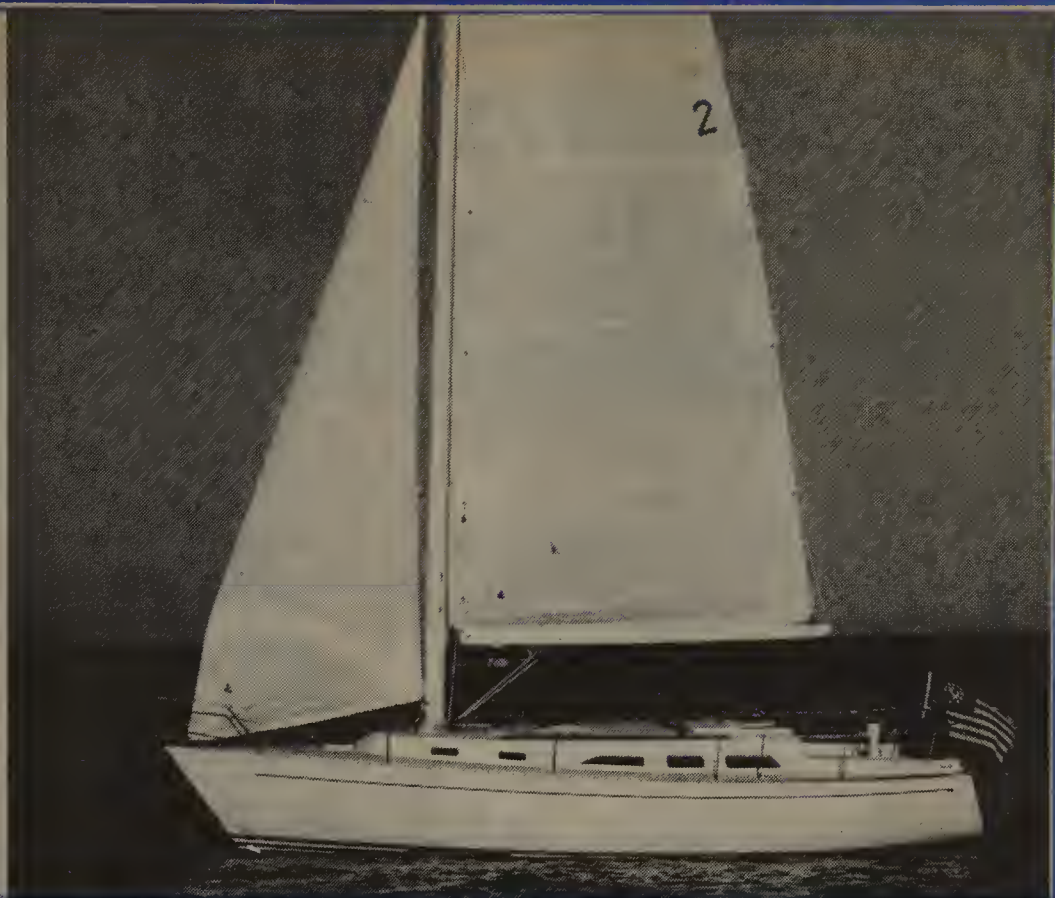
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12 Days, 10 Hours, 7 Minutes, 37 Seconds . . .

. . . can be a long time at sea. With a gang of hoary deck apes ripening in the tropic sun, sea bags blooming all over the cabin, sail changes at every isobar. Ah, but on *Puffin*, the *Freedom 36*, it was spacious accommodations, full sit down meals, hot showers . . . in short . . . a breeze.

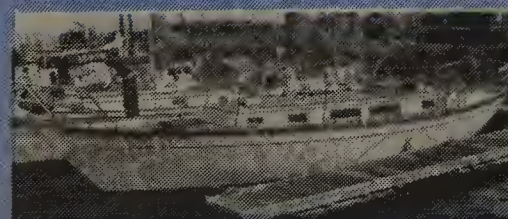
San Francisco to Hawaii in 12-1/2 days of fast yachting fun. When you sail a *Freedom*, you sail anywhere you want, with only the crew you want, not crew you need, with *comfort, style and speed*.



36' CASCADE	49,500
36' ISLANDER	42,000
36' STEVENS	29,950
37' GULFSTAR	69,500
37' TAYANA	79,500
38' C&C LANDFALL	76,500
38' HANS CHRISTIAN	110,000
38' STEEL P.H.	79,500
39' FREEDOM EXPRESS	125,000
39' FREYA	79,500
40' CHEOY LEE Offshore	59,950
41' PERRY	69,900
42' GARDEN Ketch	105,000
44' CSY	Inquire
44' FREEDOM in Florida	130,000
44' LANCER Powersailer	139,500
44' PETERSON Cutter	(2) 104,000
45' BREWER Ketch	85,000
45' EXPLORER	110,000
45' LANCER Powersailer	(2) 125,000
46' FORMOSA	99,500
47' VAGABOND Ketch	125,000
48' S&S	129,500
48' STEEL P.H. M/S	250,000
50' CUSTOM STEEL	240,000
52' GARDEN/MONK	110,000
52' IRWIN Ketch	145,000
65' FARR "Sharpie", New	Inquire
SELECT POWER BROKERAGE	
23' THUNDERBIRD	19,000
50' HATTERAS	349,000
50' OCEAN ALEXANDER	365,000
58' HATTERAS Yacht Fisherman	450,000



TAYANA 37 Very popular liveaboard/cruiser and this one is ready & equipped to do both! This beauty is at our docks and ready for your inspection. **\$79,500.**



PERRY 41 Priced well below market for a quick sale! Excellent performer for offshore passage-making. Hurry to see this one before she sails away. **Asking Only \$69,500.**



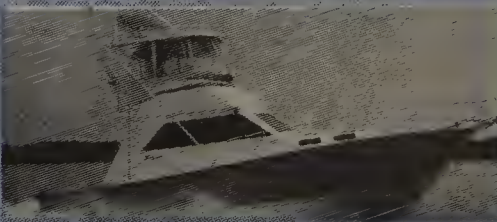
ERICSON 29 Popular Bay boat for the beginning sailor. Volvo diesel, three jibs and spinnaker. Clean and ready for the rest of the season. **Asking \$19,500.**



BREWER 35 One of Brewers many great designs. Boat shows as new. She is outfitted to cruise and will turn heads at every anchorage. Call us for a complete inventory. **Asking \$69,500.**



ELITE 29 Sleek European styling with open, airy int. + 2 enclosed staterooms. Combine this w/graceful sailing characteristics & you have a yacht which is the pride of the dock. **Asking \$43,900.**



RAMPAGE 31 Whether it's fishing, fast cruising or diving, you want a rugged boat built by skilled craftsmen, broad beam 11'1" and deep vee hull with proven performance, so go on a *Rampage!* At our docks.



Cruising World Yachts

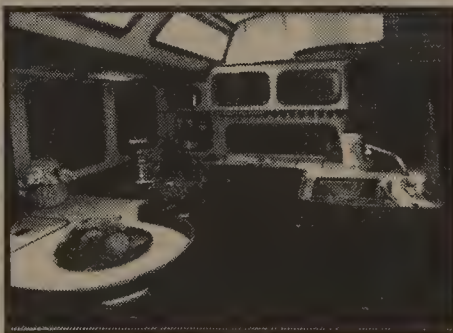
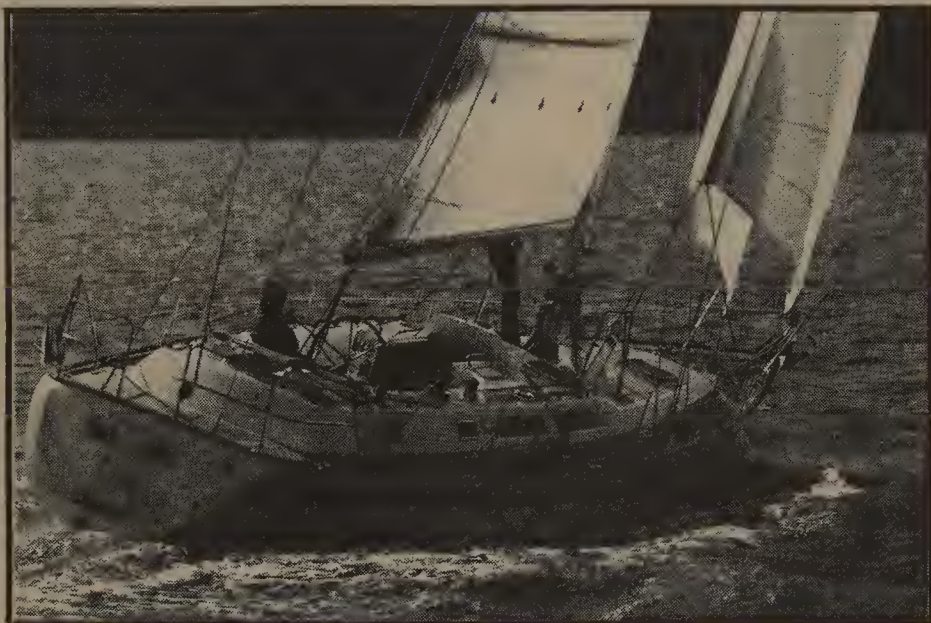
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★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

While initially I was impressed by the exquisitely crafted teak interior, it did not take long to realize that there is a bit of sailing Beast in this Beauty. She has certainly exceeded every performance expectation I had. My search is finally over, I could not imagine owning any other boat.

— Mr. W.J. McDermott, owner Taswell-43, Hull #7, 'Ma Cherie'.

BROKERAGE SELECTIONS

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25' FOLKBOAT, 1962	\$10,000
★ 26' SAN JUAN, 1985	14,900
★ 27' CS-27, 1982	26,500
28' ISLANDER BAHAMA, '81	29,500
28' HERRESHOFF ketch	24,950
★ 28' SAN JUAN, 1979	26,500
★ 30' ISLANDER MKII, 1974	26,500
30' CAPE DORY ketch, 1978	34,000
30' COLUMBIA, 1974	16,700
30' BABA, 1979	65,000
★ 30' BABA, 1985	86,000
30' PALMER JOHNSON, 1972	38,500
★ 30' ERICSON, 1969	22,000
32' C&C, 1980	44,000
35' FUJI ketch, 1975	59,000
35' NIAGARA, 1982	77,000
★ 36' PEARSON 365, 1980	59,500
36' ISLANDER, 1979	57,500
36' ISLANDER, 1974	44,950
36' S-2 11M, 1980	64,950
★ 37' HUNTER cutter, 1981	45,000
37' TAYANA cutter, 1981	79,500
38' ALAJUELA, 1976	80,000
38' C&C LANDFALL, 1980	76,500
39' FREYA cutter, 1978	79,500
41' MORGAN ketch, 1978	85,000
41' NEWPORT, 1973	69,000
42' YORKTOWN, 1984	60,000
44' CHEOY LEE, 1983	128,500
62' S&S CUSTOM ketch, 1978	349,000
62' LAPWORTH sloop	295,000

POWER:

30' CUSTOM TUG, 1986	\$25,000
30' WILLARD VEGA, 1975	49,950
40' ELCO, 1948	38,500



1985 BABA 30 'SILK PURSE'

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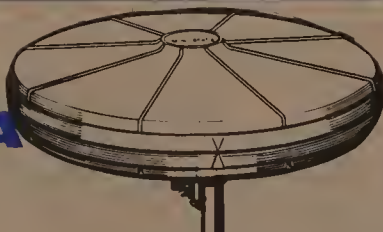
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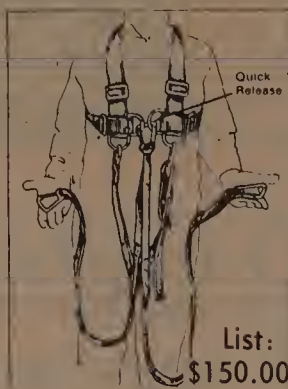
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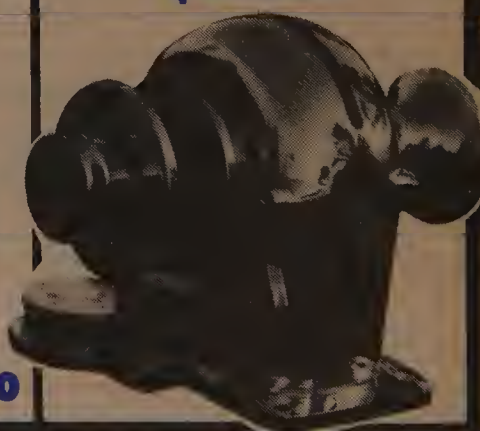
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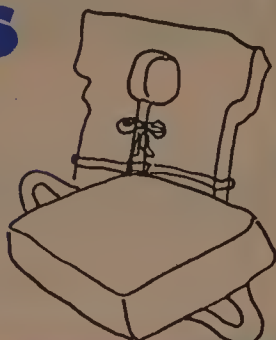
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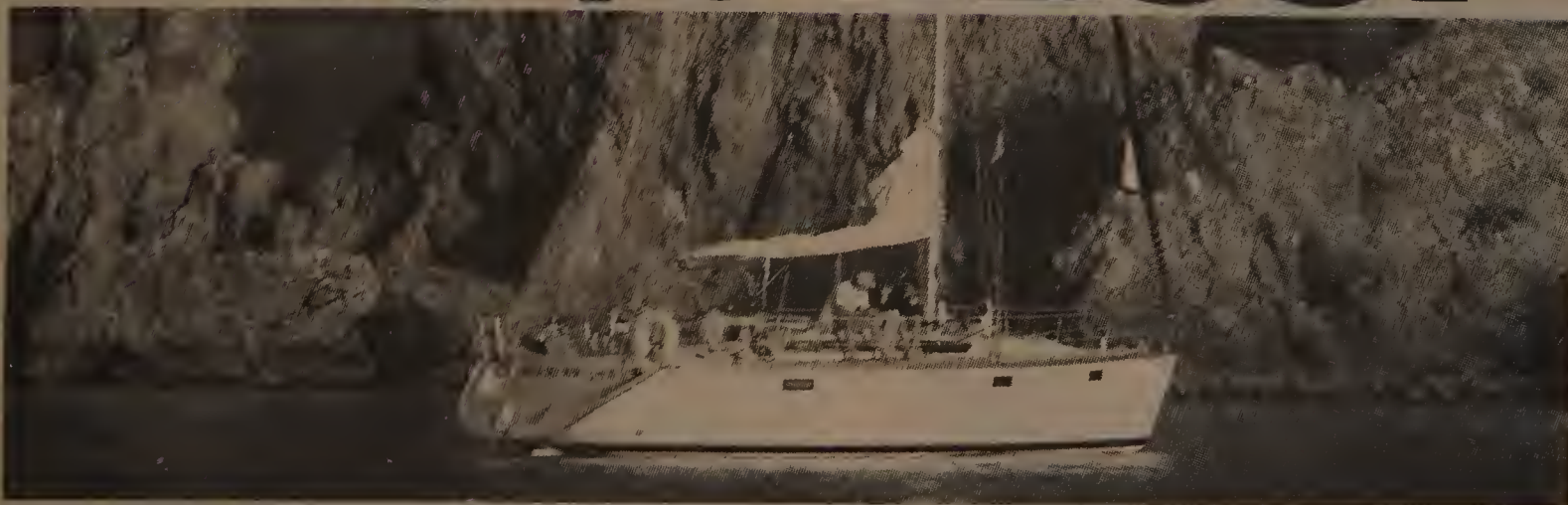
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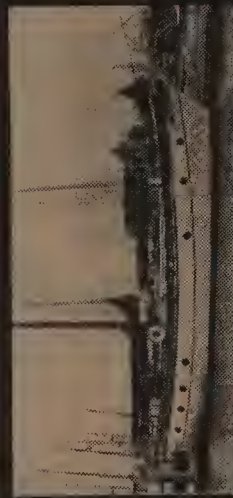
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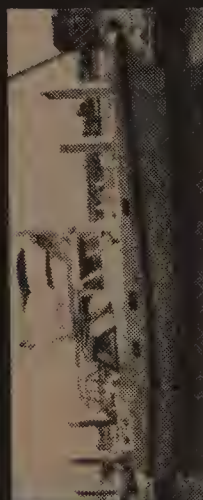
46 ROSEBOROUGH
1-OWNER. FULLY EQUIPT FOR WORLD CRUISE;
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ONE-OWNER, LIKE NEW CONDITION.
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CATALINA 38
1-OWNER BOAT, EPOXY BOTTOM, TOO MUCH
GEAR TO LIST. ASKING \$59,000



ERICSON 38
1987. BETTER THAN NEW! LOADS OF GEAR.
TRY \$85,000



TAYANA 37
1982. OFFSHORE CRUISER. EXCELLENT COND.
ASKING \$85,000



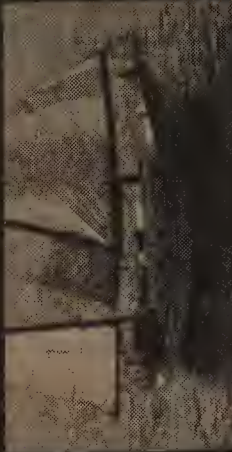
TAYANA 37
PH. 1985. BETTER THAN NEW. FULL GEAR INCLD/G
RADAR, ROLLER FURLING. TRY \$100,000



CATALINA 36
1985, BETTER THAN NEW, NICE AFT CABIN,
TRULY BRISTOL. MAKE OFFER



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FOUR FROM \$33,000



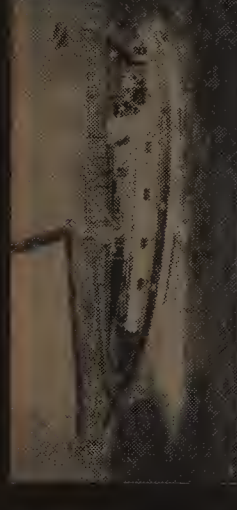
MAGELLAN 36
TRADITIONAL OFFSHORE CRUISER, FULL KEEL, OCEAN
EQUIPT, MOTIVATED SELLER. TRY \$60,000



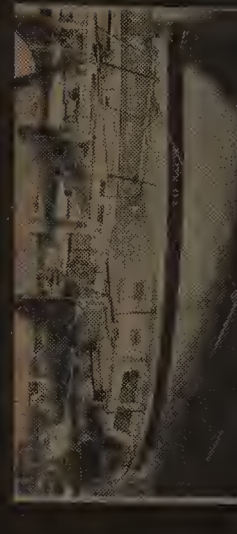
S-2 36
1980. LIVEABOARD/CRUISER. VERY MOTIVATED
SELLER. ASKING \$62,000



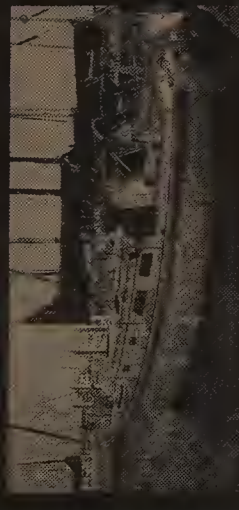
UNION 36
1987. ABSOLUTELY GORGEOUS!
ASKING \$73,000



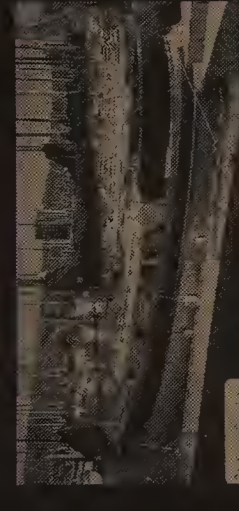
YOUNGSUN 35
1985. LIKE NEW, FULLY EQUIPT, FULL KEEL
OFFSHORE CRUISER. TRY \$65,000



CAL 34
FOUR FROM \$32,000



ALOHA 32
OWNER MOVIN' UPI ROLLER FURL'G, DODGER, PRO-
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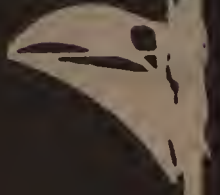
ERICSON 30, 1980
YANMAR DSL, 3 NEW UK SAILS.
TRY \$28,000



GULF 29
1984 PILOTHOUSE, DIESEL.
ASKING \$35,000.

Size Yacht	Yr	Price	36' CHEYD LEE	'73	55,000	33' PEARSON	'85	36,500	29' CAL	'73	16,000	27' GAFF Cutter	'73	8,000
47' PERRY	'79	\$130,000	36' FORMOSA	'80	48,950	33' RANGER	'76	30,000	29' CAL	'69	14,500	27' MORGAN	'75	12,500
46' ROSBOROUGH Schooner	'80	125,000	36' ISLANDER	'82	42,000	33' RANGER	'76	33,500	29' CAL	'69	14,500	27' MORGAN	'75	12,500
45' DUFOUR	'78	150,000	36' ISLANDER	'70	43,000	33' ALOHA	'75	33,500	29' CAL	'69	14,500	27' MORGAN	'75	12,500
44' CHEYD LEE	'77	119,000	36' ISLANDER	'77	47,600	32' ARIES	'83	55,000	29' ERICSON	'65	22,500	27' SUTHERN MULL Cstm	'76	17,000
43' ROGERS	'83	119,000	36' ISLANDER	'78	47,000	32' CHALLENGER	'74	35,000	29' ERICSON	'72	26,000	27' SUN Yachts	'79	18,000
42' EXCALIBUR	'81	119,000	36' MAGELLAN	'77	65,000	32' CHALLENGER	'74	35,000	29' ERICSON	'72	18,500	27' TARTAN	'76	9,500
42' PEARSON 42.4	'80	119,500	36' PEARSON sloop	'73	52,000	32' ERICSON	'72	29,500	29' J/BOAT	'84	32,000	27' CHEYD LEE	'64	17,000
40' CHALLENGER	'73	74,500	36' S-2	'80	62,000	32' FUJI	'76	45,000	29' POINTEN	'77	25,000	26' COLUMBIA	'70	9,850
40' CHALLENGER Ketch	'73	75,000	36' UNION	'87	74,950	32' ISLANDER	'77	39,500	28' PEARSON TRITON	'65	20,000	26' DAWSON Ctr Ckpt	'77	14,500
40' LIDGARD Yachts	'82	75,000	36' YAMAHA	'81	79,000	32' VALIANT	'76	60,000	28' ALBIN MARINE	'81	34,500	26' MARIEHOLM	'78	19,500
40' MOTIVA	'81	90,000	35' BRISTOL	'82	59,000	32' VALIANT	'76	60,000	28' COLUMBIA	'77	20,000	26' MERIDIAN	'75	10,500
40' PEARSON	'80	93,500	35' CHALLENGER Ketch	'77	53,000	31' PEARSON	'79	36,000	28' ISLANDER	'77	25,000	26' PEARSON	'72	8,000
40' SANTANA	'84	110,000	35' CAPRICCIA	'60	33,000	31' C&C	'75	18,000	28' ISLANDER	'77	25,000	26' RANGER	'73	8,000
40' WILDERNESS	'81	69,500	35' ERICSON	'78	55,000	31' PEARSON Sloop	'78	37,000	28' ISLANDER	'77	25,000	26' RANGER	'73	8,000
39' YORKTOWN Ctr Ckpt	'76	37,000	35' SANTANA	'79	55,000	31' SEA EAGLE	'80	47,000	28' ISLANDER	'78	25,500	26' SEAFARER	'78	15,000
38' C&C	'80	76,000	35' SPENCER Boats	'65	45,000	30' CATALINA Hull #2	'82	35,000	28' ISLANDER	'78	28,500	25' BUILT IN DANMAR	'49	3,500
38' CATALINA	'83	59,500	35' YOUNG SUN	'85	72,000	30' COLUMBIA	'72	25,000	28' ISLANDER BAHAMA	'78	28,500	25' CATALINA	'82	13,750
38' DOWNEASTER	'76	67,000	34' CAL	'68	32,000	30' DUFOUR, Arpegge	'78	34,500	28' LUDETKE	'48	19,500	25' CHEYD LEE	'62	8,200
38' ERICSON 381	'87	95,000	34' CAL	'76	44,000	30' ERICSON	'80	35,900	28' TRITON	'70	19,500	25' ERICSON	'74	11,900
38' PEARSON 385	'84	119,950	34' CAL 2-34	'76	39,000	30' ERICSON	'81	23,000	27' C&C	'65	19,000	25' KIRBY	'79	9,500
37' GULFSTAR	'79	68,500	34' CAL III-34	'79	47,500	30' ERICSON	'68	23,000	27' CAPE DORY	'81	27,000	25' WING	'80	11,400
37' O'DAY	'81	55,000	34' NORTH COAST	'81	46,000	30' ISLANDER	'80	33,000	27' CATALINA	'78	24,000	24' S-2 Yachts	'68	8,900
37' O'DAY	'80	53,000	34' PEARSON	'85	75,500	30' PACIFIC	'71	11,500	27' CATALINA	'85	25,000	21' WAYFARER Yachts	'73	8,500
37' TAYANA	'82	77,000	34' WYLIE	'81	47,500	30' PALMER JOHNSON	'72	35,000	27' CATALINA	'82	18,000	21' YNGLING	'84	6,000
37' TAYANA PH	'85	107,000	33' TARTAN MARINE	'79	25,000	30' RAWSON	'62	18,000	27' CHEYD LEE	'65	17,000			
36' CATALINA	'85	67,000	33' NEWPORT	'83	48,000	29' CASCADE	'62	19,500	27' ERICSON	'72	18,000			
36' CATALINA	'93	60,000	33' NORWEST	'78	50,000	29' BRISTOL 29.9	'67	19,500	27' ERICSON	'72	18,000			

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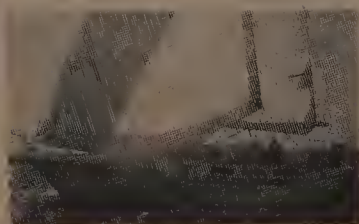
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(6) CATALINA 27's	from	10,000
'68 SANTANA 27		12,800
'69 VEGA 27		14,500
'63 CAL 30		19,000
(4) CATALINA 30's	from	27,500
'73 FISHER 30		49,500
'70 BRISTOL 33		28,000
'76 ISLANDER 36		53,500
'81 CATALINA 38		60,000
'77 CAL 39		76,500
'82 SWIFT 40 ketch		95,000
'85 NAUTICAT 40		185,000
'85 NAUTICAT 43		210,000
'77 GULFSTAR 50		110,000

FARALLON YACHT SALES

'85 NACRA 5.8	4,900
'78 BALBOA 21	3,900
'79 SAN JUAN 24	9,000
'75 C&C 24	9,500
'81 CATALINA 25	11,400
'81 CATALINA 25	11,800
'81 CATALINA 25	14,900
'82 CATALINA 25	11,900
'80 ERICSON 25	12,900
'65 CAL 25	5,200
'76 O'DAY 25	12,900
'76 CAL 27	19,500
'71 CATALINA 27	10,900
'76 CATALINA 27	16,000
'76 CATALINA 27	14,000
'77 CATALINA	17,500
'79/ '80 CATALINA 27	14,500
'78 CATALINA 27	15,900
'80 CATALINA 27	23,000
'79 NOR'SEA 27	29,500
'69 ERICSON 30	18,900
'78 CATALINA 30	26,350
'78 CATALINA 30	24,900
'81 CATALINA 30	30,000
'88 CATALINA 30	44,000
'84 JEANNEAU	44,500
'84 FISHER	109,000
'81 NIAGARA	79,500
'84 CATALINA 38	69,000
NAUTICAT 43	270,000



CATALINA 38. Diesel, knotmeter, depth-sounder, extra sails, clean. **\$58,500.**



CATALINA 34. 1987. KM, DS, VHF, stereo, self-tailing winches, cabin heater, much more. *Only brokerage '34' around.*



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CATALINA 27. 1978. Four sails, VHF, KS, DS and compass. Traditional interior, Atomic 4. **\$15,900.**



ISLANDER 36. Perkins dsl, 4 sails, extra large Barient winches, KT-DP, WS-WP, RDF-VHF, large stove w/oven — boat shows like brand new. **\$53,000.**

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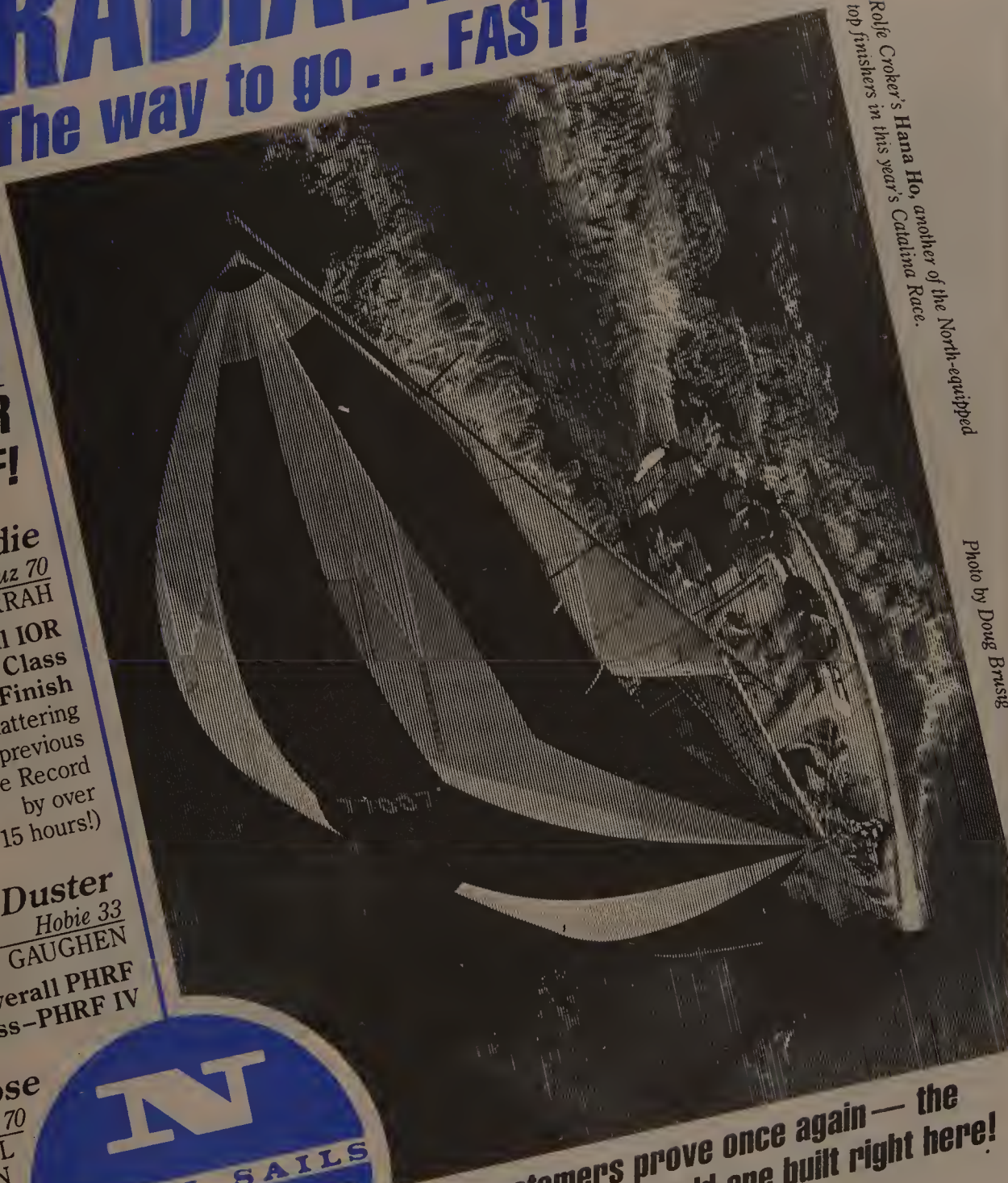
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Rolle Croker's Hana Ho, another of the North-equipped
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Photo by Doug Brusig

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CALENDAR

Nonrace

August 5 — Lecture on Modern Survival Techniques. Charles Trasher — great name for a delivery skipper! — will discuss heavy weather sailing techniques for modern fin keel boats, i.e., what works and what doesn't. Presented by Ballena Bay YC and Horizons Yacht Consultants. No charge. Ballena Bay YC, 8:30 p.m. (415) 523-2292.

August 5-13 — Fourth Annual Tahoe Wooden Boat Week, featuring Tahoe YC's Sixteenth Annual Concours d'Elegance and the Fourth Annual Antique and Classic Boat Society Show. Knock on wood! (916) 581-4700.

August 6 — Fifth Annual Seafood BBQ Fundraiser for the Oceanic Society. Paradise Park, Tiburon. Sail over and chow down for a nominal donation. Chapter Office, (415) 441-5970.

August 10 — The *Californian*, the familiar replica of an 1840's revenue cutter, will maraude the Bay in search of "smugglers and illegal contraband". They will stumble on the brigantine *Rendezvous*, whose crew of "infamous pirates" will attempt to escape. After a mock battle, complete with cannon fire and crews wearing period costumes, the *Rendezvous* will be boarded and searched. Another case of misguided Zippo Intelligence? No, all these funs and games are to kick off celebrations for the 200th anniversary of the U.S. Customs Service, which was founded on August 6, 1789. Paul Supply, (415) 363-1390.

August 14 — Second Annual "Nautical Stuff Only Flea Market and Swap Meet". Co-sponsored by the United Way of Santa Cruz County and the Santa Cruz YC. Held on the grounds of Harbor Marine, 495 Lake Avenue, on the Santa Cruz Harbor. Live music, food and drink. United Way, (408) 688-2082.

August 26 — Free Admission to Hyde Street Pier. To celebrate *Balclutha's* move uptown, as well as to show off the flurry of improvement that has occurred at the Pier, the powers that be have waived the \$2 admission fee for the day.

August 26 — Women's Racing Association Fall Meeting & BBQ. Any women interested in racing are encouraged to call Sandy Sheets, (415) 648-5530.

August 27-28 — Aluminum and Steel Boat Festival. Oak Harbor, Washington. The highlight of the show will be a designer's forum featuring John Simpson, Grahame Shannon, Ted Brewer, and Robert Perry. Heavy metal fans shouldn't miss this one! Metal Boat Society, Box 7444, Everett, WA 98201.

August 29, 1974 — Yacht designer Philip Rhodes dies at the age of 79. The two greatest yacht designers of all time are probably Nathanael Herreshoff and Olin Stephens. Right behind them was Rhodes, one of the most prolific and versatile designers of all time. Among his designs were the 11-foot Penguin (9,000 strong), the Rhodes 19 (2,000), the Dyer Dhow dinghy, numerous winning ocean racers (*Carina*, *Caper*, *Barlovento*), a 12-Meter (the 1962 Cup winner *Weatherly*), a slew of production boats (Bounty 40, Vanguard, etc.), 140-foot luxury powerboats, cargo ships, naval vessels, racing powerboats, and a whole lot more. The guy could do it all.

Racing

July 29-Aug 13 — Kenwood Cup. Forty-five grand prix IOR machines will race three triangles, the 150-mile Molokai Race, and the biggie, the 775-mile Around the State Race. The maxi's will race two more races as part of their '88 World Tour. Probably the best yacht racing in the world.

August 4-7 — West Coast Production Sailboard Championship. Approximately 150 boardsailing hotshots from around the country will compete off Berkeley on production (500 made and/or 250

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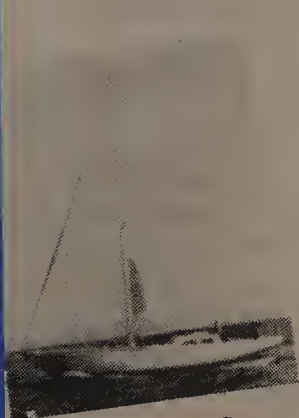
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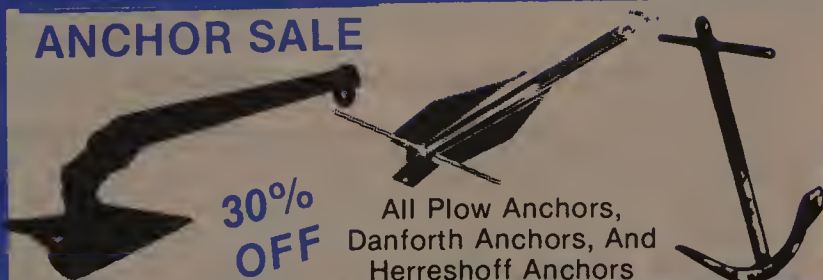
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WIRE TO ROPE HALYARDS

Add 10% for colored halyards

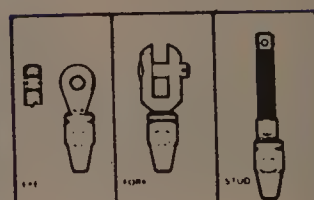
Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Sale Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00



NORSEMAN

Terminals

	Retail	SALE
3/16" forks.....	32.50	\$23.40
eyes.....	26.60	\$19.15
studs.....	28.50	\$20.52
1/4" forks.....	44.50	\$32.04
eyes.....	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks.....	65.50	\$47.16
eyes.....	49.50	\$35.64
stud(5/8 thread)	56.50	\$40.68
3/8" eyes.....	74.70	\$53.78
forks.....	78.00	\$56.16



Rotary Swaging for All Applications up to 3/4" Diameter Wire —
Complete Line of Nicro-Press Sleeves, Thimbles, Shackles,
Turnbuckles, Blocks, Lifelines, Docklines,
Double-Braid and Splicing Capabilities —

SPECIAL PRICING PROGRAMS FOR BROKERS!!!

U.S.A. MADE CHAIN

	Galv. P.C.	Galv. HiTest	BBB HDG
3/16	\$.46/ft		
1/4	\$.88/ft	\$1.32/ft	\$1.60/ft
5/16	\$1.35/ft	\$1.79/ft	\$2.22/ft
3/8"	\$1.90/ft	\$2.25/ft	\$2.82/ft
1/2"	\$2.80/ft	\$3.75/ft	\$4.68/ft

larger sizes upon request

HAND SWAGERS

HSC-600

Capacity 1/16 - 3/16 With Cutter

List Price \$106.00
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We rent swagers
and cutters up to 3/8 dia.

other size swagers and cutters
also available

CU-7 Cutter
Capacity 3/16



List Price \$33.60
Sale Price \$19.50

CALENDAR

sold) boards to qualify for the Worlds in Florida in early December. This is the third and final chance to be one of the 12 Americans on the team — trust us, this regatta's a really big deal in the highspeed world of boardsailing. Windsurfing Berkeley, (415) 841-9463.

August 13-14 — FJ Western Region Championship. Six races at Frank's Tract, on the Delta. Larry Weatherly — another great name for a sailor — (415) 886-0266.

August 17-18 — Frank's Tract Regatta. Eighth annual overnight race/party in the Delta. Held out of Boyds Marina on Bethel Island. After Saturday's race, the "river rats" will get down to the music of "The Flashbacks". Lori Bauer, (916) 489-4255.

August 17-21 — Adams Cup. Susie Madrigali will represent Northern California in the USYRU women's keelboat finals up in Everett, Washington.

August 18-21 — Santana 35 Nationals. Six races and many social gatherings are scheduled during this four day regatta. About 13 Tuna 35's are expected; borrowed boats may be available. San Francisco YC is the race host. Shelley Graham, (415) 865-3870.

August 21 — Day on Monterey Bay Regatta. Fifth annual fundraiser for the United Way of Santa Cruz County. A race-ready trailerable sailboat will be raffled off at the dinner following the race. Santa Cruz YC, (408) 425-0690.

August 21 — Windsurfing Berkeley Long Distance Enduro Race. The 4th annual 14-miler on the Berkeley Circle. Open to anyone, about 80 boards expected. (415) 841-9463.

August 22, 1851 — *America* challenges for the Hundred Guinea Cup off Cowes, going up against 14 British yachts over a 53-mile course. The sleek black-hulled *America*, with her sharp bow and seriously raked masts, fouled her anchor at the start (races those days began under anchor) and got off the line last. Skipper Dick Brown and his 20-man crew slowly picked their way through the clunkier British cutters and schooners, showing excellent upwind speed. Ten hours and 37 minutes later, *America* slid across the finish line first. You know the rest.

September 2 — Windjammers Race. If you were unlucky enough to miss the Catalina Race, treat yourself to some quick jammin' down de coast, mon. Entry forms available through YRA; for more info, call host Santa Cruz YC, (408) 425-0690.

September 2-4 — Hawkfarm Nationals & J/29 PCC's. Concurrent but separate regattas hosted by Corinthian YC. Both fleets will party together Saturday night. CYC, (415) 435-4771.

September 3-5 — Master Mariner's Chickenship Regatta. Second annual Bay to Petaluma race/cruise weekend for the woody crowd. Bill Rickman, (916) 965-8656.

September 10-11 — Fourth Annual Plaza Cup. Santa Cruz 50 racing on Monterey Bay. At least 10 boats are already confirmed. Sara Schmitz, (408) 646-1700.

Remaining Beer Can Races

CORINTHIAN YC — Friday nights through September 2. Fred Borgman, 435-2777.

ENCINAL YC — Friday nights in the Oakland Estuary. Summer series: 8/5, 8/19, 9/9, 9/23, 10/7. Seth Bailey, 786-6944 (days) or 521-4780 (nights).

GOLDEN GATE YC — Friday nights, Series II: 8/12, 8/26, 9/9. Call the club at 346-BOAT.

ISLAND YC — Alternating Friday nights with the the EYC series. Summer series: 8/12, 8/26, 9/16, 9/30. Seth Bailey (see above).

SANTA CRUZ — Every Wednesday night until the end of daylight savings time. Starts outside the harbor sometime after 6 o'clock. Very loose, very fun.

So you're thinking about refrigeration?



To help make things easier, the people who invented modern, practical, affordable marine refrigeration developed this short guide. It outlines four types of systems and their advantages — and only Adler-Barbour makes all four types. Match them to your needs and find the one just right for you.

The ColdPump holdover system

is designed to meet unusual refrigeration requirements, such as the need for unlimited freezing and icemaking capacity, or the ability to accomodate extended ocean voyages. Multiple power sources include AC, DC, engine drive or a combination of all three. Engine running time is minimal.

The hi-tech CombiCold holdover system

cools divided or separate freezer and refrigerator boxes on 30-ft to 50-ft craft. Flat metal boxes called "holdover plates" filled with a eutectic solution form a "perpetual ice block". This holds the cold for extended periods, allows silent operation under sail and dramatically lowers power consumption. When powering the unit operates automatically off a 12V alternator; at dockside, off AC current through your AC/DC shore converter. The DC compressor features ductable air supply and air/water cooling options.

The versatile SuperColdMachine

is designed for limited installation space and extreme temperatures. Offering all the ColdMachine's benefits plus water-cooling and air ductability, it refrigerates 15 cu ft and makes nine trays of cubes. In hot southern latitudes, the water cooling feature reduces daily amp draw up to 50%. It works efficiently in a hot engine compartment by ducting in cooled air. Its new compressor eliminates electrical controls, and its rugged stainless steel construction makes the system increasingly popular in charter fleets requiring heavy, continuous use. You can easily install it yourself.

The very affordable ColdMachine

is installed on over 30,000 boats — from overnighters to 50-ft commercial craft. It cools a 15 cu ft icebox, makes three trays of ice cubes in a small, efficient freezer. And you can install it yourself with basic tools.

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MARINE REFRIGERATION

Custom built marine refrigeration.
Systems designed to your specifications.
AC/DC and engine driven systems.
SALES, SERVICE, CUSTOM DESIGNS.
Twenty years experience.

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- Over 250 Boats!
- Technical Seminars
- Exotic Power Boats
- Nautical Fashion Shows
- Live Boat Demos
- Boat Accessories
- Sailing Lessons
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WEEKDAYS Noon-7PM
SATURDAY & SUNDAY 10AM-7PM

Adults \$5.00 Admission

Children to age 12 FREE when accompanied by an adult

\$1.00 Discount with empty can of Pepsi
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Highway 880 (17), Broadway Exit, Follow signs to Alameda. Left on Marina Village Parkway, under the Big Top.

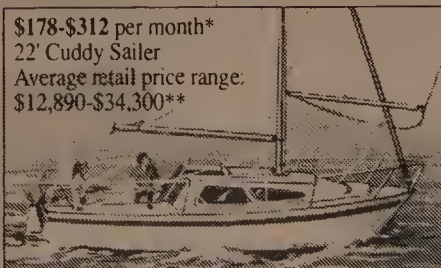
OWNING A BOAT IS EASIER THAN YOU THINK

\$970-\$2,020
Average retail price range**
13' Inflatable

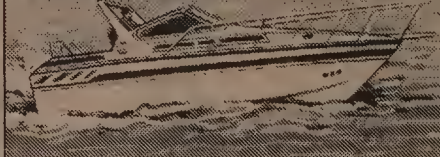


And the best place to get started is at the boat show. Talk with the experts. Browse, compare and find your best deal. You'll see that buying and keeping a boat is a lot easier than you think. It's all right here in one convenient location.

\$178-\$312 per month*
22' Cuddy Sailer
Average retail price range:
\$12,890-\$34,300**



\$245-\$353 per month*
28' Offshore Cruiser
Average retail price range:
\$25,550-\$37,750**



\$119-\$169 per month*
19' Runabout
Average retail price range:
\$8,450-\$14,700**



*Monthly cost of ownership figures based on 20% downpayments and average finance rates and terms from nationwide sample of lending institutions polled Fall 1987.
**Retail price ranges based on nationwide manufacturer sample and include price of outboard or sterndrive engines where applicable.



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1. The Moorings pays its charter yacht owners 25% of gross charter revenue. Guaranteed. The more we earn, the more you earn.
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9. Owner has the option of a guaranteed minimum monthly net payment.
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PIER 39

KRON-TV4

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Carlsberg would like to thank
the hundreds of boats and thousands of
racers and spectators who
participated in SAIL WEEK '88.
A Salute to the historic 88th running
of the Vallejo Race.

Special Thanks to the following sponsors:
KRON-TV, Gary Radnich, Pier 39 and all the
yacht club members and personnel who helped make
this event a smashing success.

Carlsberg's Next Event

"The Race to Preserve Historic Ships"

A Tall Ship Festival at Pier 39.

September 7-11, 1988

A week long tall ship festival celebrating
the tradition and preservation of
America's great sailing ships.

CALENDAR

SAUSALITO CRUISING CLUB — Friday nights, Late Series: 8/12, 8/26, 9/9. Milt Roed, 332-0700.

SAUSALITO YC — Tuesday nights, Summer Series: 8/9, 8/23, 9/6, 9/20. Don Chandler, 331-4017.

VALLEJO YC — Every Wednesday until the end of DST. 1755 start. Call the club, (707) 648-9409.

WEDNESDAY NIGHT WOODIES — For any wooden boats. Starts near Richmond YC at 6:30. Free. 8/3, 8/17, 8/31. Jeff Rutherford, (415) 233-5441.

WRA of MONTEREY BAY — Friday night series for Women's Racing Association. 8/26. Sydnie Moore, (408) 429-8304.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Not everything we receive gets included: items that are late or illegible, items that are phoned in, or items that do nothing to enhance the collective quality of life in the sailing community — well, those items probably won't make it into our calendar. On the other hand, if we're in a good mood that day, they just might.

And as always, calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

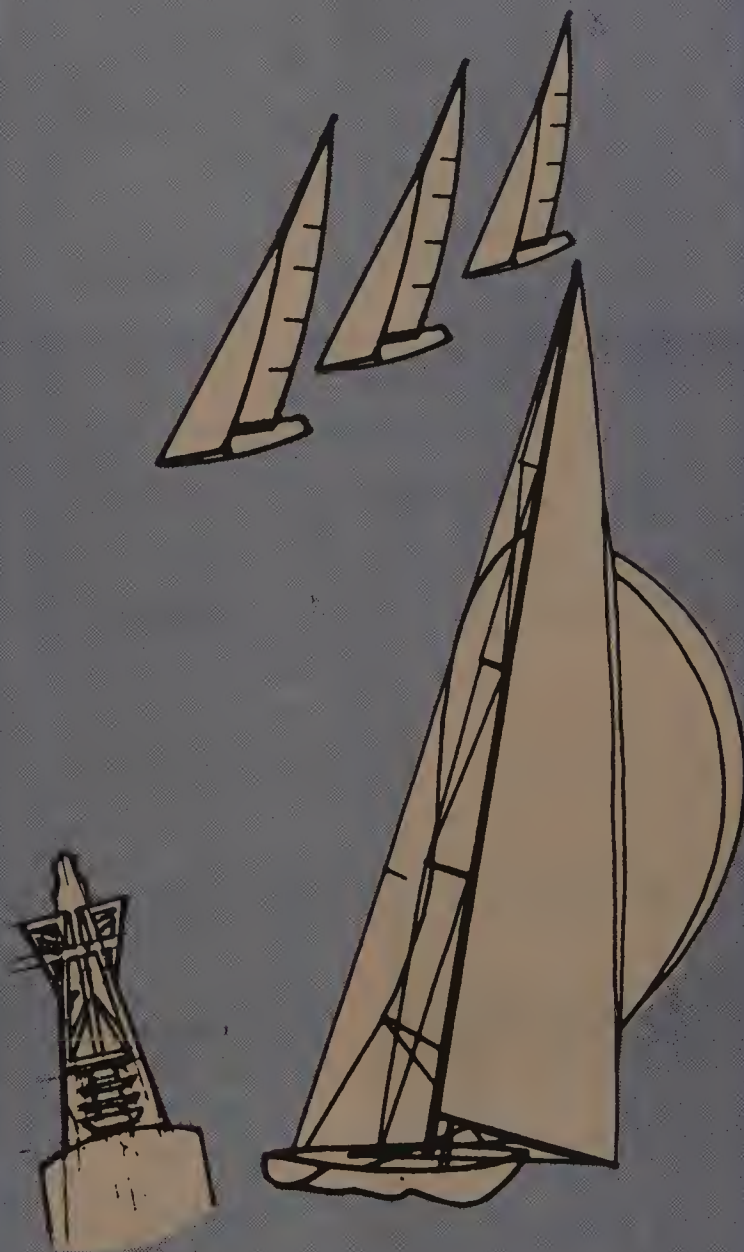
August Weekend Tides

date/day	max current	slack	max current
8/6/Sat		0351	0705/2.7F
		1016	1221/1.1E
		1528	1824/1.9F
		2107	
8/7/Sun	0041/3.9E	0457	0816/3.0F
		1129	1413/1.1E
		1639	1934/1.9F
		2209	
8/13/Sat		0209	0519/4.5E
		0913	1213/3.5F
		1522	1746/2.7E
		2108	2356/2.8F
8/14/Sun		0248	0552/4.2E
		0942	1237/3.4F
		1549	1819/2.9E
		2144	
8/20/Sat		0157	0440/1.9E
		0812	1017/1.4F
		1247	1623/1.6F
		1903	2248/3.4E
8/21/Sun		0304	0600/2.0F
		0934	1124/1.1E
		1357	1725/1.5F
		2006	2348/3.6E
8/27/Sat		0119	0430/5.5E
		0818	1118/4.4F
		1429	1703/3.7E
		2019	2316/3.9F
8/28/Sun		0214	0518/5.3E
		0858	1153/4.4F
		1504	1747/4.2E
		2110	

bay riggers

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IF YOU'RE TIRED OF SUPERMARKET MARINE STORES WHERE SERVICE IS LIMITED TO TAKING YOUR MONEY, TRY BAY RIGGERS IN SAUSALITO. OUR STORE IS STAFFED BY SAILORS WITH THOUSANDS OF MILES OF EXPERIENCE IN ALL ASPECTS OF SAIL. AND IN MOST CASES WE CAN MATCH ANY DISCOUNT STORE'S PRICES.

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NORSEMAN



NORSEMAN 400 "From a sailing standpoint, I can't find a fault: she sails magnificently in heavy as well as light breezes." "The interior is open, airy and perfectly laid out for both offshore work and dockside living." "... the builders have obviously spent a considerable amount of time thinking about all the little details that make an exceptional yacht." "Construction is top caliber." Chris Caswell, "Yachting"

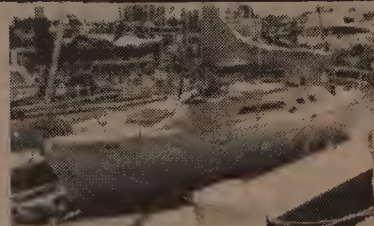
NORSEMAN 447 1982 model, with the popular A interior. So clean and unused that we put it in our last boat show. Engine indicates less than 100 hours of use. Priced \$120,000 below replacement cost. **Asking \$169,000.**



PEARSON 37 Fast family cruiser, roller furling, spinnaker, windspeed, wind direction, knot, Loran, propane, well-equipped. Very clean. Owner moving up. **Asking \$63,500.**



SANTANA 35 Super Bay boat with active one-design racing class; spacious below, fast on deck. Complete inventory and ready to go. **Asking \$55,000.** All female crew included.



CS40 One year old, absolutely like new. Superb Canadian quality with extremely spacious, well-appointed interior & separate cabins. Check out this top quality performance sailor. **Asking \$159,000**



ALBIN 28 Take the family sailing on this little beauty! Cockpit dodger to keep you dry, diesel engine. At our docks. Owner moving up. **\$26,000**



1976 CAVALIER 39 Cruising equipped. Windvane, dodger, lots of sails, skeg rudder — even a heater! **\$75,000**



ERICSON 30 Comfortable family performance cruiser, well cared for, full canvas covers, spinnaker equipped, ready for you this summer. At our docks. **\$29,500.**



DUFOUR 45 Spacious, quality, fast and comfortable. This yacht combines the best of French design and construction expertise. **Asking \$150,000.**



COLUMBIA 43 Great liveaboard, complete canvas cockpit dodger and covers, custom interior. **Only \$75,000.**



WYLIE 34 1979. Great racer/cruiser. Locally built, **new** diesel, **new** stove and oven. Excellent sails, well-maintained in winning condition. **\$45,000.**

SAILBOAT LISTINGS

LOA	MODEL	LOCATION	PRICES
20'	SIGNET SLOOP w/trlr		\$6,500
21'	FREEDOM w/trailer		13,900
25'	CAL 2-25 inboard		19,500
25'	US YACHT inboard		14,000
27'	US YACHT inboard diesel		18,000
27'	CAL 2-27 diesel		19,500
29'	ALBIN		26,500
30'	ERICSON		29,500
30'	ISLANDER		22,000
30'	PALMER JOHNSON diesel		28,500
31'	PEARSON		34,500
31'	RUSTLER full keel		39,995
32'	SEAFARER		23,500
31'	PEARSON 305		58,900
32'	BUCCANEER aft cabin, dsl		23,000
33'	NEWPORT COOP, new		48,000
33'	NEWPORT		48,000
34'	WYLIE		45,000
35'	RAFIKI		58,000
36'	CASCADE		66,000
36'	ISLANDER		57,500
36'	PEARSON		65,000
37'	PEARSON		63,500
37'	GULFSTAR		68,500
38'	CATALINA loaded '84		59,500
38'	C&C		76,500
39'	CAVALIER		75,000
40'	CAL		27,000
40'	NORSEMAN syndicate		252/mo
40'	CS 40		159,000
43'	C&C		80,000
43'	COLUMBIA		75,000
44'	NORSEMAN 447 aft cockpit		175,000
45'	DUFOUR		150,000
45'	FUJI		128,000
46'	PETERSON		150,000

If your boat is for sale, we need your listing!
highlighted listings are at our docks

POWERBOAT LISTINGS

15'	HOBIE SPORT	\$6,990
15'	HOBIE FISHERMAN	8,500
20'	SEA OX, new, no engine	New
23'	SEA OX 1986	29,500
25'	SEA OX CUDDY with trailer	50,728
36'	MARINE TRADER	109,000
40'	PILGRIM	135,000



ISLANDER 30 One of the best brokerage boats we've seen. Mint condition, well-equipped, canvas dodger and covers. Ready to go. **Opportunity at \$22,000.**

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Alameda, CA 94501



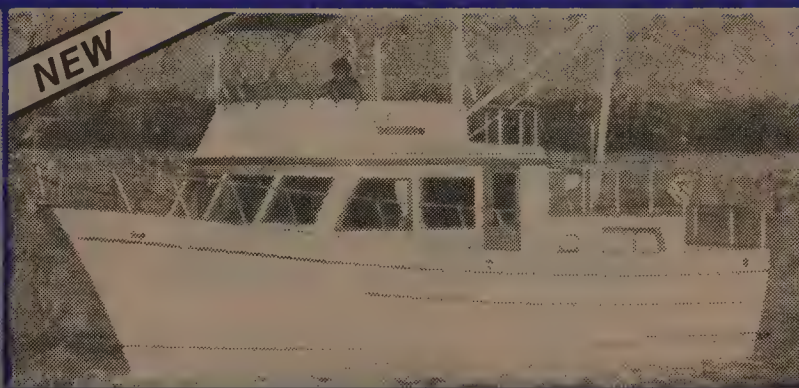


HYLAS 47

Popular Sparkman & Stephens design
built to top quality standards.

Used very little.

\$219,000



DEFEVER 41

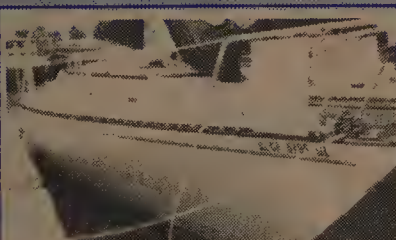
A trouble-free trawler
designed for economical performance
and low upkeep costs.

\$149,000



MORGAN 38

Ted Brewer's successful long
distance cruiser; only 180 hrs
on Yanmar dsl. **\$69,000.**



HUNTER 27

The price of this immaculate
diesel cruiser has just been
reduced for quick sale.



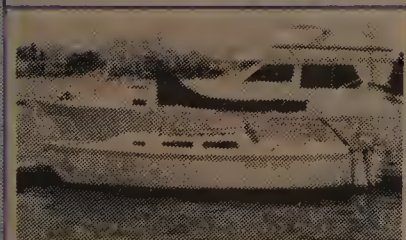
CAVALIER 39

Capable long distance cruiser;
plenty of fuel/H2O capacity;
large freezer as well as basic
electronics. **\$115,000/Offers.**



BRISTOL 35.5

1978 beautiful, sturdy perfor-
mance cruiser. Yanmar diesel.
\$59,000.



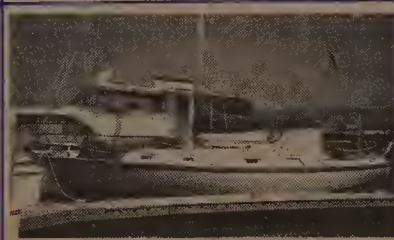
CATALINA 25

Very popular Bay boat in good
condition; equipped for over-
night sailing. **Offers**



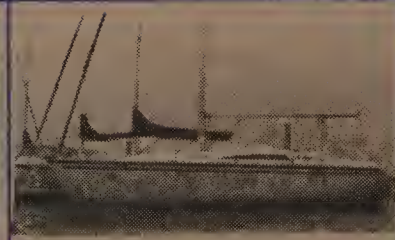
PEARSON 303

Top quality diesel cruiser in
"new" condition. Built 1983.
Asking \$48,700.



ERICSON 38

Popular performance
cruiser/racer, built in SoCal,
1984. This boat is in new con-
dition. **Offers.**



HUNTER 36

1980 model with dsl, 3 sails,
basic electronics, hot & cold
pres. water. A good liveaboard
or cruiser. **\$49,000.**

SAIL BOATS

25' CATALINA	★	\$13,750
25' O'DAY	★	14,900
26' CHEOY LEE	★	13,500
27' HUNTER	★	19,900
27' CATALINA	(2) frm ★	13,900
27' NEWPORT	★	15,000
28.6 TRITON	2 frm ★	12,500
30' PEARSON	★	48,700
30' SANTANA	★	39,500
30' US	★	29,900
30' YAMAHA	★	35,000
31' ERICSON	★	49,500
31' FRIENDSHIP	★	30,000
31' HALLBERG RASSEY 94	★	65,000
32' OFFSHORE	★	19,995
32' UNION	★	59,500
32' WESTSAIL	(2) frm	44,500
33' PEARSON	★	25,000
33' TARTAN TEN	★	27,500
34' O'DAY	(2) frm	59,500
34' C&N FAST	★	55,000
35' CHEOY LEE	(2) frm ★	55,000
35' CORONADO	(2) frm ★	42,000
35' COLUMBIA	★	49,000

35' MOWER	★	14,000
35' NIAGARA	★	79,500
35.5 BRISTOL	★	59,000
36' CHEOY LEE	★	75,000
36' ERICSON	(2) frm	69,500
36' ERICSON CRUISING	★	55,000
36' ISLANDER	★	42,000
36' LANCER	★	64,900
36' PEARSON	(2) frm ★	77,000
37' HUNTER	(2) frm ★	58,900
37' O'DAY	★	69,500
37' SOVEREL	★	79,500
37' TAYANA	★	79,500
37' GAFF Ketch	★	65,000
37' ISLANDER PH	★	62,000
38' ALAJUELA	★	80,000
38' CATALINA	★	70,000
38' C&C	★	76,500
38' CUSTOM RACER	★	55,000
38' ERICSON	★	99,900
38' FARALLONE	★	35,000
38' MORGAN	★	69,500
39' CAVALIER (New)	★	115,000
39' LANDFALL	(2) frm ★	75,000
40' COLUMBIA	★	35,000

40' MORGAN	★	50,000
40' MOTIVA	★	84,500
40' OHLSON	★	140,000
42' BLANCHARD	★	48,000
42' PEARSON	★	110,000
43' HOLCOMB	★	69,000
43' TSUNAMI	★	45,000
43' NEW ZEALAND	★	85,000
44' LAFITTE	★	150,000
44' PETERSEN	★	120,000
45' CREALOCK	★	115,000
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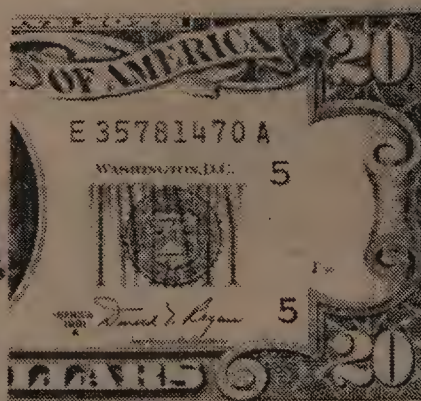


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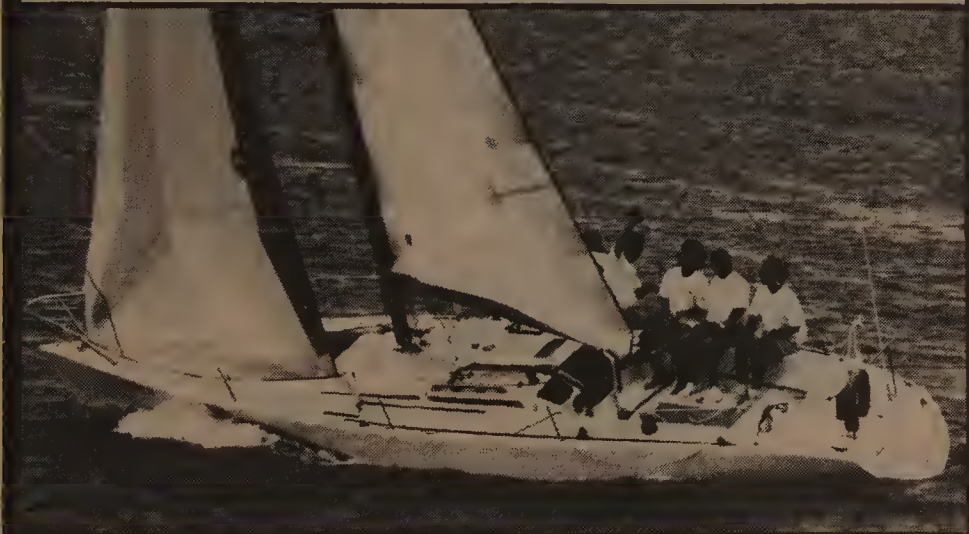


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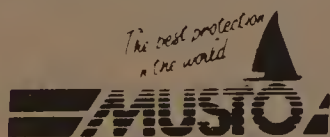
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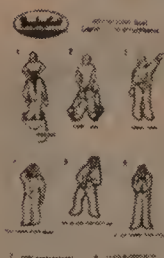
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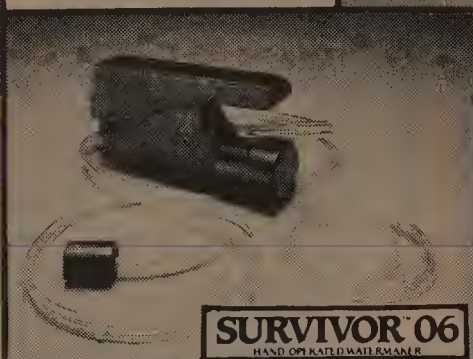
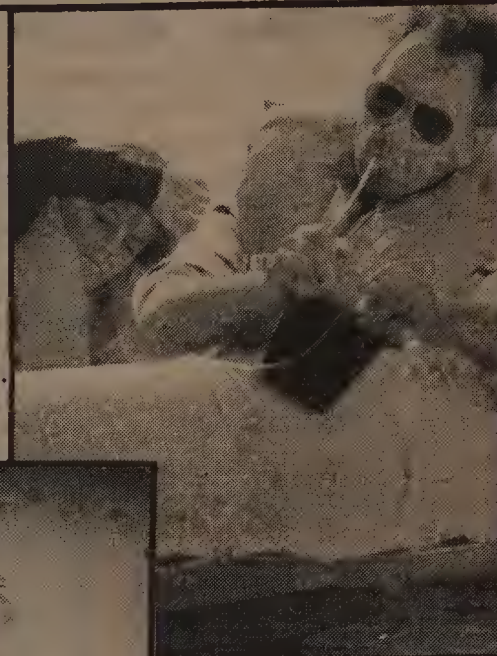
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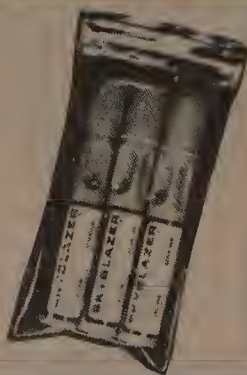
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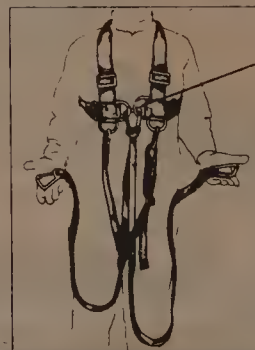
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LETTERS

□ CAREFUL NOT TO POLLUTE

I live at the south end of the Alameda-Oakland Estuary. A few years ago mussels were abundant, but I began to notice that there were few small mussels colonizing the docks and piles. Now there are no mussels and green algae covers the mud flats.

I am tempted to conclude that something man has done has killed the marine life. I also note that the death of the mussels corresponds approximately with the widespread use of tributyl tin antifouling paint. I am glad that the paint is now outlawed.

We sailors must be careful not to pollute the sea which we enjoy.

Angus MacDonald
Alameda

Angus — We're with you all the way — except to note that we think people shouldn't be even tempted to conclude anything unless there's reason to. Tributyl tin may have caused the problems in your part of the Estuary, but for all you or we know, they may be the result of natural causes.

□ ANYONE INTERESTED IN A CRUISE TO JAPAN?

In the February and March issues you had a story on Denny Jordan. One of the photographs accompanying the story included a photograph of *Seaweed*, which at the time was owned by Cyril Tobin. She was later named *Moanaloa*, and then about 1955 renamed *Viveka* by Bob Frazier. She sailed in the '56 Tahiti race under Frazier's ownership before being sold to me in 1957.

Viveka is now in bristol condition and stops a lot of traffic, both tourists and photographers, as they pass through the Ala Wai yacht harbor.

I intend to take *Viveka* to Japan around November of this year. I will be producing a number of television documentaries about the small fishing villages in the remote islands of Japan, villages that haven't changed in hundreds of years. Anyone interested in a year's cruise to Japan aboard a big schooner can contact me at P.O. Box 10114, Honolulu, Hawaii 96816.

Capt. Merl Petersen
President of the Pacific Ocean
Honolulu

□ STANDING RIGGING

When there's whitecaps in the marina and we have to pay out our anchor rode to control downwind docking, some still go sailing — as shown in the enclosed photograph.



Wing and wing in Redwood City.

I suppose it just goes to show that some boys never grow up. But then why should they?

The 10-ft ketch in the photo was able to scream along with bow

Limited Offering for the month of August



Reservations made during August for our special 2-weekend sailing program will be billed at \$395.00 instead of \$950.00.

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If you do not pass this course, you can take it over, free!! That's how sure we are that you'll be skippering a 30 footer in just two weekends.

Why Are We Doing This?

Reason Why #1 — Believe it or not, the months of July and August are slow for our sailing school. Our regular members tend to take classes in the spring and now are off sailing. We hire a lot of seasonal help and frankly, have excess capacity. We'd rather keep them busy and our boats busy than send everyone home.

Reason Why #2 — Experience has shown us that our own students make the best charter customers. They have been well trained in a demanding sailing area and when they come back to us to charter, they take good care of the boats. We're simply planting seeds.


Reason Why #3 — According to a Gallup survey, 49% of the population of the United States wants to go sailing, but only 4% do. With San Francisco Bay at our doorstep, that seems a shame. I got into this business to see if I could crack that other 45% of the market. See Reason #4.

Reason Why #4 — This is a test. It's our first trial of this program and we decided to give it our best shot and offer the package at the lowest possible price, plus guarantee the results. If we get the kind of response we expect, you'll see this kind of offer again, but at a higher price with some profit margin in it.

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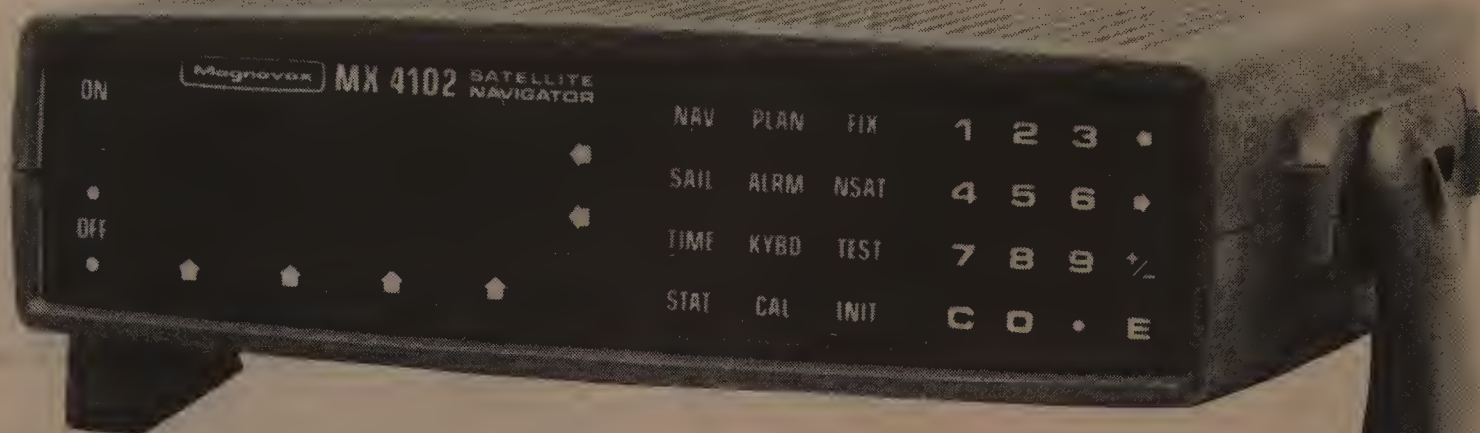
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LETTERS

wave and wake while running. Even though her masts were unstayed and the leading edge not quite taut, she tacked and gybed and went to weather — 'weather' being 10 feet over a 200-ft tack along the length of the dock.

The day after this photo was taken I signed on as foremast. While underway from Pete's Harbor to the salt pile in Redwood City, a local sailing school sloop motored by, altering their course to give us right of way.

Kathy A. Gilbert
Redwood City

□ GREECE IN AUGUST

My wife and I are planning a delayed honeymoon in Greece. As part of our itinerary, we want to charter a 35-ft boat for 4-5 days in the Aegean Sea.

Can you, or any other globetrotter in the know, recommend a yacht charter organization in Greece or a specific area to explore? Are there any special documents required for such an endeavor?

We are planning to arrive in Greece at the end of August.

Mario Wijtman
Redwood City

Mario — If you want to sail the Aegean, we'd highly recommend you consider the southwest coast of Turkey. To quote the Halsey company charter guide: "The Southern Coast of Turkey is one of the most unspoilt and beautiful areas of the Mediterranean. Incredible archaeological sites from Byzantine and early Grecian times are abundant. Combine these with crystal clear water, local harbors with plenty of atmosphere and a stunning coastline . . ."

Whereas Greece has been getting panned recently, Turkey is playing to rave reviews. Much better sailing conditions, much friendlier people, better history, less crowds and chartering encouraged by the government are just a couple of reasons.

In any event, we'd suggest you consult the back of England's Yachting World for a list of companies that will be able to help you charter a boat in Greece or Turkey. There's plenty of them and they can answer all your questions.

Be sure to take pictures and write us when you get back!

□ NEED HELP AT A DEAD END

While researching potential liveaboard/cruisers, I've run into a dead end on the Nantucket (Island?) line of yachts.

Instinct told me to look through the back issues of *Latitude* for an ad or some reference to the apparently rare species.

Having failed in that attempt, I realized the magnitude of the task ahead of me. Thus this letter. If you or one of your readers could direct me to a source of more information on the Nantucket 33 or 38, I would greatly appreciate it.

P.S. Thanks for the consistently informative and entertaining articles. Of all my monthly mags, *Latitude* is by far my favorite reading.

Philip Miller
777 El Camino Real #9
Burlingame 94010
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Philip — The Nantucket name rings only vague bells with us. It sure sounds like an east coast boat to us, but perhaps one of our readers can help.

□ A LOT TO BE DESIRED

Bob Dickson was right about today's throwaway boats and

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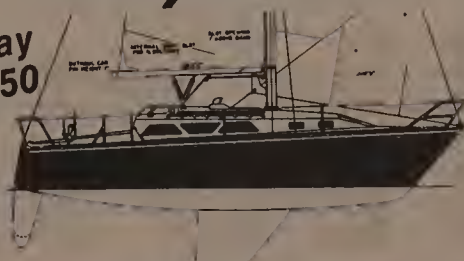
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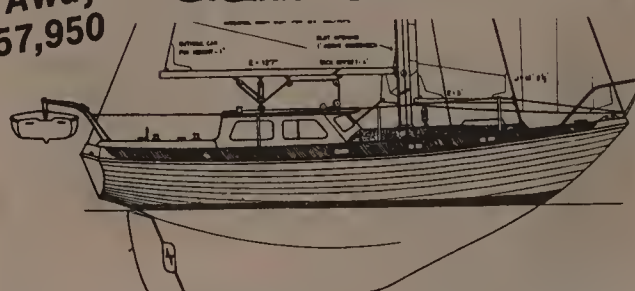
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33' HUNTER, '79	36,000	41' MORGAN O/I ktch	85,000
33' NEWPORT, '84	49,000	41' FORMOSA ktch	79,000
33' YAMAHA slp, '79	34,000	45' LANCER P/H, M/S, '83	125,000
34' FISHER MS ketch, '84	109,000	45' PORPOISE ktch '70	110,000
34' PEARSON, '84	64,000	46' MORGAN O/I ktch, '79	145,000
35' CORONADO, '73	42,000	48' STEEL MTRSL, '81	250,000
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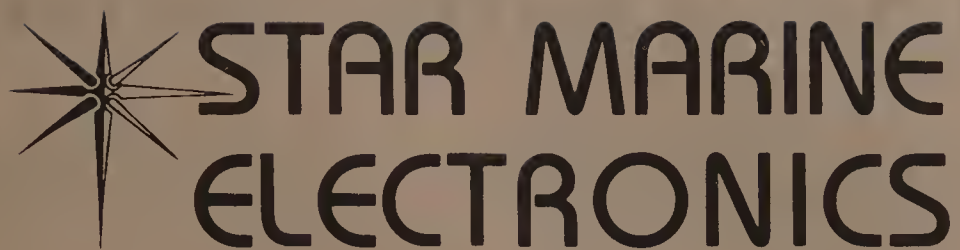
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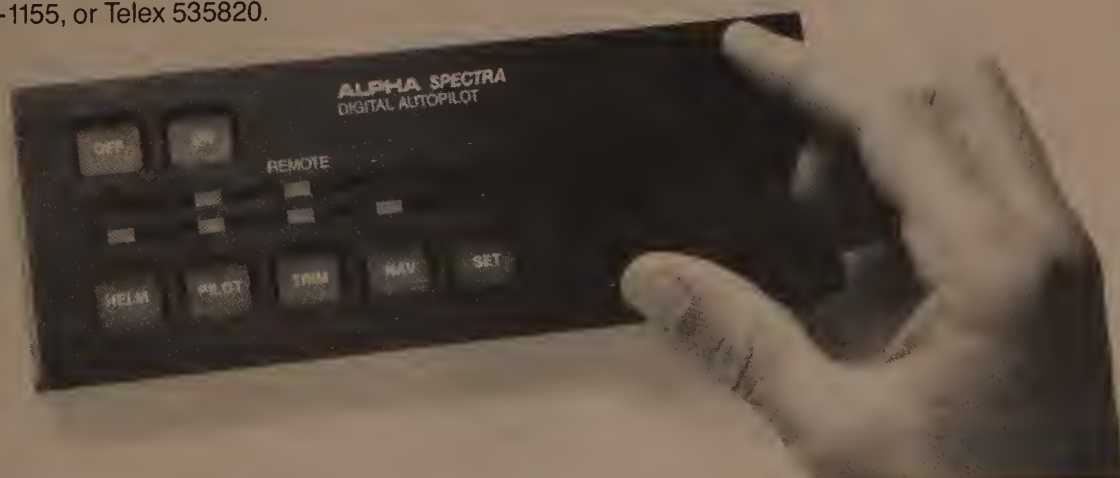
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"I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

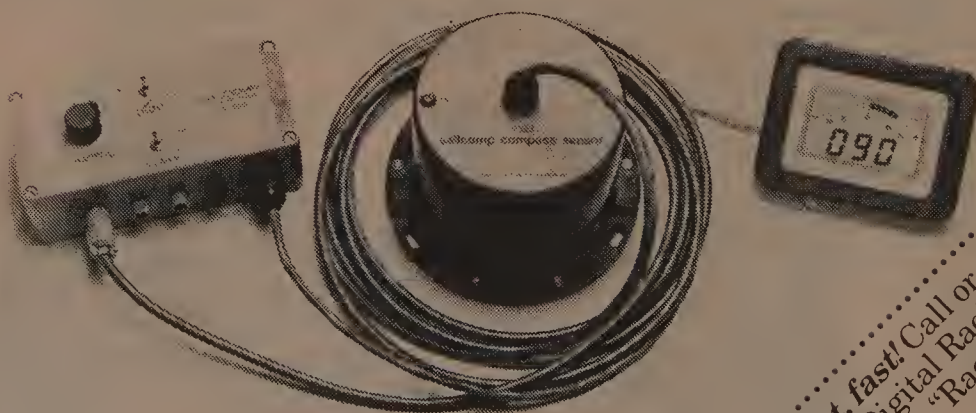
I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, any one of them can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important – I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

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LETTERS

throwaway crews. They leave a lot to be desired.

And *Latitude* was right about comparing the situation in South Africa with that of the United States and native Indians.

Zero Tolerance? If you ask me, there should be Zero Tolerance for poaching.

Joe Guthrie
Pt. Richmond

□ SAVE THE RANGE

A few years ago in the Alameda/Oakland Estuary there were range markers — one behind the other — marking a measured nautical mile. They were at the entrance to the Estuary and located both port and starboard. Today the markers have fallen into disrepair; only three of the original eight are still standing. And those that are left need refurbishing or at least paint.

The people I talk to say they love and use the markers, but no one seems to know who put them up or who is responsible for their maintenance. If we could find out what agency to contact, several of us would do so — even to the point of donations.

How would your worthy publication feel about heading up a "Save The Range Marker" drive? Or failing that, finding the agency to contact, I feel certain that we could round up a few people who would gladly set the markers and paint them at our own expense.

Your magazine is the best ever, thanks!

Charles Baker
Alamo

Readers — Does anyone know who is responsible for range marker maintenance?

□ MASTER MARINERS, BUT AMATEUR RACE COMMITTEE?

Your coverage of the 1988 Master Mariners Regatta was great. Too bad the same cannot be said for the race committee.

Even though my boat started properly, we were given a Did Not Start (DNS) by the race committee. The explanation? "We didn't see you."

I have a hunch we were not the only boat "not seen". The "official" race results declared that 37 boats, out of the 104 entered, Did Not Start or Did Not Finish. Even though it was a wild day, and even though some boats did retire early, that seems like an unusually high DNS/DNF percentage.

Even more annoying is the run around I got from the race committee. When the results were posted the night of the race, I protested and was told to speak to a particular member of the committee who had already left the yacht club. I spoke to him the next morning and was assured the matter would be reported to the committee and rectified. I spoke with him again later the same week, and he confirmed that he had been advised that the DNS had been corrected and that my boat would be given its finish position. He suggested I call the race chairman for that position.

My calls to the race chairman, however, went unanswered. Finally, someone else returned my calls, but all she could say was "sorry" and agree that the DNS was "unfair". Follow up calls to the race chairman only resulted in a response from the same person who said there was nothing she could do.

Bad show, chaps. You pay your entry fee, get your boat ready, get your crew ready, start properly, risk limb and spar in high winds, finish well, and what do you get? "Sorry, we didn't see you."

Not even a refund of the entry fee or a free T-shirt.

Jim Hendrick
San Francisco

the Loose boat

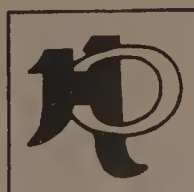


It's always nice to make sails for a fast boat!

Loose, with new Hogen jib, genoa and spinnaker, celebrated her 13th birthday by winning her division in the Metro Midwinters, the Women's Racing Association's spring series and Encinal's spring Twilight Series.

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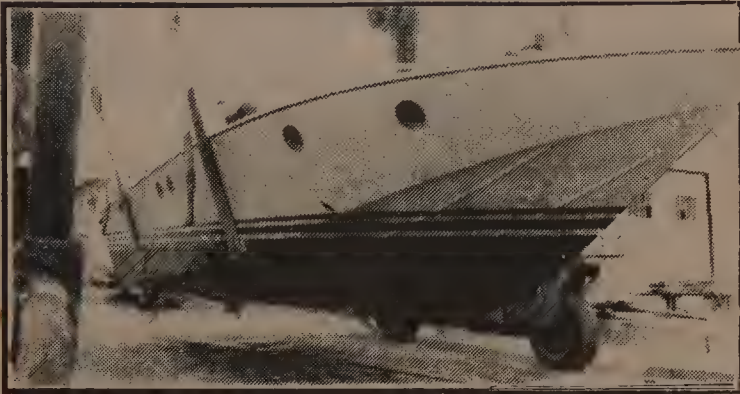


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Launch	incl.	
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Fun	\$4.50/ft.	
Bottom Line		

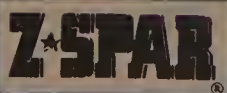
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LETTERS

□ GREEN CAVIAR?

I've been meaning to respond to the fellow who gave the formula for syrup and ersatz caviar. My family has been making 'simple syrup' since the Great Depression, so that wasn't new — but the phony caviar I had to try.

The only problem is, where do you find black vegetable dye? For the hell of it I used some leftover green Easter egg dye in the recipe and had to eat it all myself. It didn't taste too bad, though.

P.S. Please renew my subscription; yours is the best sailing magazine bargain around.

West Coast Sailor Larry Parish
West Coast of Florida, That Is

□ INFLATABLE PORN

While standing in the grocery check-out line I thumbed through an April issue of *Sail* magazine. On page 12 there was an ad for Zodiac inflatables that caught my eye. The reason is that the attractive woman shown deflating the dinghy seems to have lost the support of her most northerly breast.

Further investigation with a small magnifying glass confirmed my suspicions; there is pink in the print!

I bring this to your attention because of all the flak your wonderful mag has taken in recent months for showing too much T&A.

Could it be that the slick glossies, pious pornographers that they are, might be trying to slip one by us in their ads?

I take an extra large t-shirt.

J.L. Enderud
Elko, Nevada

J.L. — We referred your letter and evidence to Ed Meese but they say he no longer works in the Justice Department. Did something unfortunate happen to him while we were on the Catalina Race?

□ NATIVE AMERICANS ENJOY HUMAN RIGHTS

While I don't for a moment think that everything is equal for minorities in the United States, I think it's only fair to note that native Americans and other ethnic groups do enjoy the same human rights that whites enjoy.

In South Africa, blacks and other opponents of government are prevented from speaking, publishing and meeting in groups. They are imprisoned — by decree — without trial, with little or no legal recourse. Even children under 10 are treated this way, with the authorities often refusing to notify parents. Reports of what happens to the prisoners are not pleasant. I do not believe that such acts occur in the United States or are sponsored by the United States government.

But *Latitude's* eclectic editorial positions, and the great repartee they encourage, are the magazine's best feature. I'm going overseas (by air) for awhile, but you only have to send my issues as far as New York. The government will send them the rest of the way.

Don Hodge
Davis

□ THANKS FOR THE BARS

Thank you so much for the nice bit on the Bars of Morro Bay. One is friendly, the other not so friendly, but both need to be treated with respect.

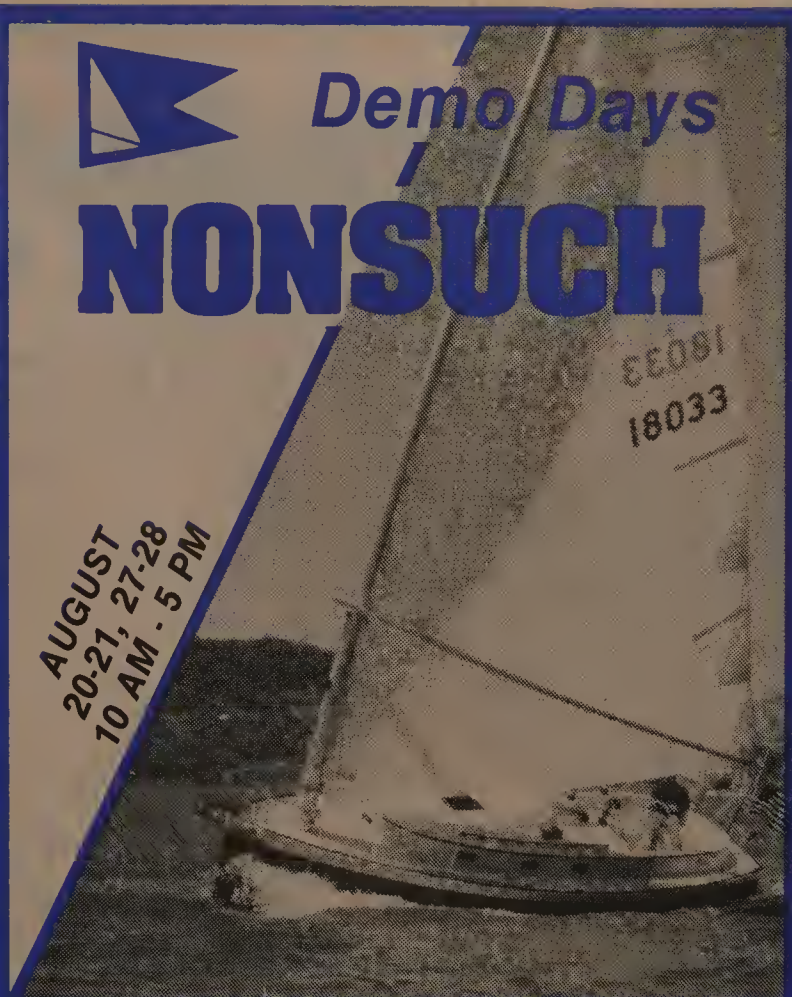
We go out of our way here at Morro Bay to make mariners comfortable. Combine that with a lot of the Oakland to Catalina Race boats stopping by and the last two sentences in your article ("so next time you're sailing through, why not celebrate your trip over the bar at Morro Bay by checking out the bar at the Morro Bay YC. The first



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AUG 21: 11:30am-12:30pm	2:30pm- 3:30pm	4:00pm- 5:00pm
AUG 27: 11:30am-12:30pm	1:00pm- 2:00pm	4:00pm- 5:00pm
AUG 28: 1:00pm- 2:00pm	2:30pm- 3:30pm	4:00pm- 5:00pm

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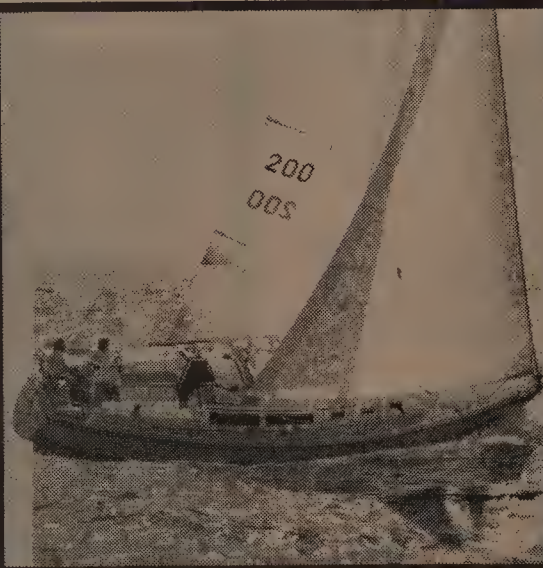


Catalina//Yachts

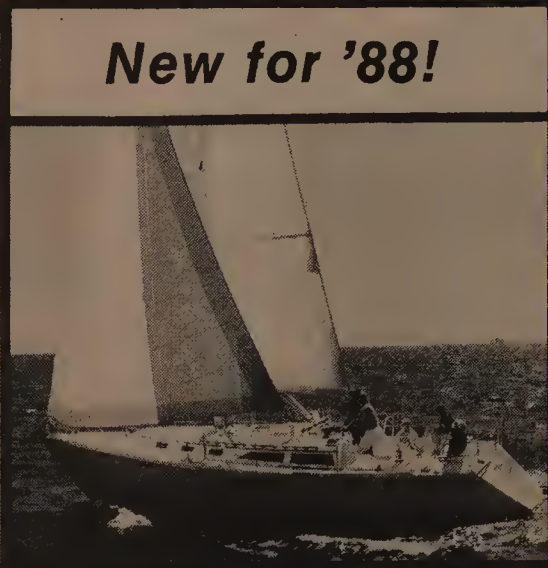
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LETTERS

one's on us.") equals a \$3,400 bar bill for you generous folks up Sausalito way.

Thanks again and come see us again.

P.S. We might trade your bar bill for an XL Roving Reporter T-shirt.

Bill Trautner
Commodore, Morro Bay YC

□ WAS IT MUTINY ON THE *INSOUCIANCE*?

The competence, nay, even the common sense of our Coast Guard continues to be thrown into question.

I arrived in Hilo, Hawaii one recent morning and called the local representatives of this traditional maritime law enforcement agency to report that my vessel had been "unlawfully redirected" by a member of my crew during a voyage from California. I requested that the Coast Guard meet me at the pier to take the crewmember into custody pending an investigation of criminal charges. After some delay, the Coast Guard complied and a member of their criminal investigation team was flown over from Honolulu.

In my initial conversations with the Coast Guard, I was careful not to use the word 'hijack', although that was the term that popped into my mind. The Coast Guard investigator's research led him to the conclusion that no federal statute had been breached and therefore there was no cause for federal prosecution. When I complained that I had been forced to change course to Hilo rather than sailing to the Marquesas as originally planned, he agreed to double check with his legal expert.

The expert affirmed that no federal law had been broken, even if my allegations about the conduct of my crewmember proved to be correct. Furthermore, I was wildly chastised for using the phrase "unlawfully redirected". This had been taken by the Coast Guard office in Honolulu as being the equivalent of mutiny and had triggered some kind of alert procedure.

Yet here I was in Hilo rather than Hiva Oa, and nursing the very real feeling that I had been the victim of a junior-grade hijack. The essence of the matter appeared to be that since the legal term for "unlawful redirection" is 'mutiny', and since at no time had there been any show of force or threat of force, there had been no mutiny and hence no federal law had been broken.

My gut feeling in the matter continued to bother me, and, after some reflection, I have come to the conclusion that the legal advice the Coast Guard investigator got was simply wrong.

Let's consider the hypothetical case of a member of an anchored destroyer's crew successfully inciting a sit-down strike, the result of which is that the commanding officer would have been unable to get the ship underway had it been necessary to do so. Would this be mutiny? Without question it would. But had there been a threat or show of force? No. So, what in fact are the essential elements of mutiny?

The elements of a mutiny are the willful and unlawful usurpation of some function of command by one or more members of the crew in such a fashion that the will of proper authority has been thwarted. The use of force is common in such cases and probably almost universally associated with mutiny in the mind of the population at large. But we surely have a right to expect a closer scrutiny by our law enforcement officers. The usurpation of authority, not the show of force, must be the essential element in a mutiny.

In my particular case, the fact that I had consented to a mid-passage change in course to Hawaii, rather than continue on to the Marquesas, seemed to influence the investigating officer into believing that no usurpation of authority had taken place. As pointed out in my review of the events, however, this consent was based on a deci-

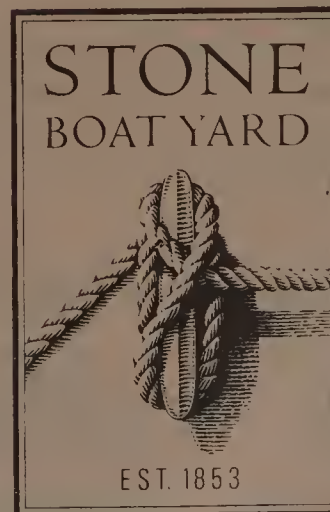
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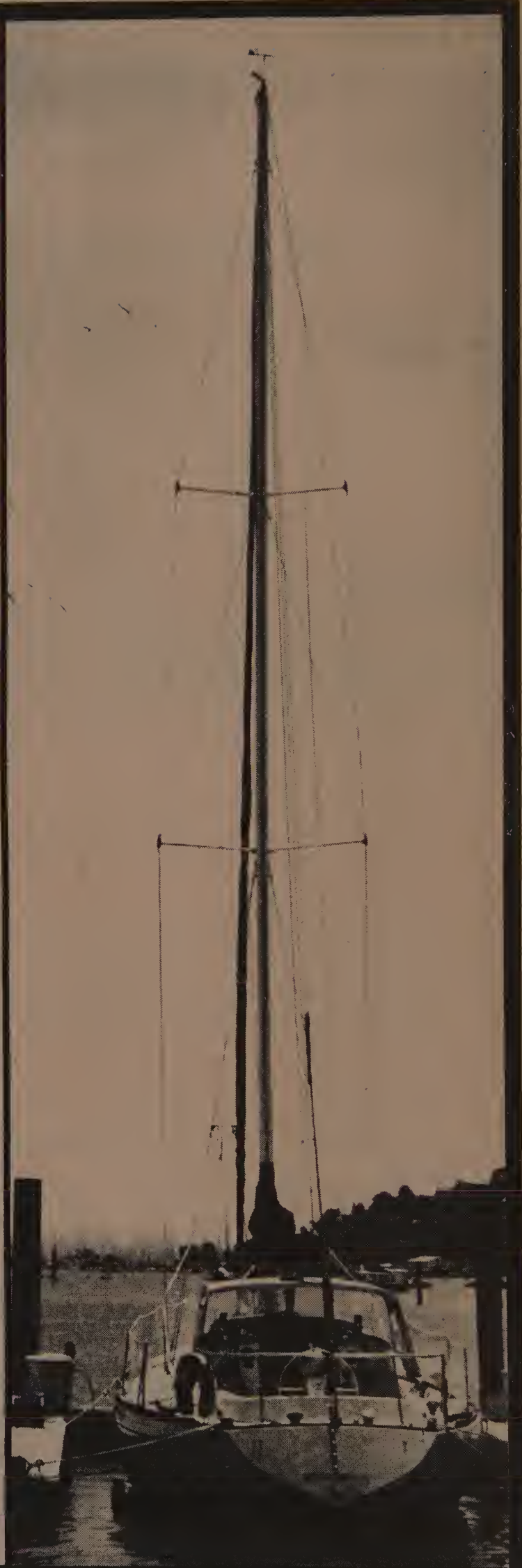
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LETTERS

sion that the previous attack on good order and discipline by the crewmember had caused the situation to deteriorate sufficiently such that yielding to the demands of the crewmember was the only prudent course of action to take.

The usurpation of authority was real. The will of command had been thwarted.

After a week at sea aboard *Insouciance* with just two of us aboard, myself as master and Sir Gallahad as crew, the latter remarked that our two ship's service batteries and our engine starting battery seemed to be losing their ability to hold a charge. He recommended a plan of action. Using a chart of the Pacific, he pointed out that we were about 750 miles from San Diego or the Baja coast and about 1,700 miles from Hawaii, and therefore it might be prudent to redirect our course to one of these destinations in order to obtain new batteries.

I pointed out that the plan of action was absurd. We were then about 23 days from Hiva Oa, maybe 17 days from Hawaii, both downwind, and perhaps 11 days of beating from San Diego. A return to the mainland would abort the planned cruise through French Polynesia since it would have been too late to avoid hurricane season off Mexico. I also reminded my crew that we had a solar panel to assist the batteries and that by careful use of electric power could probably keep both batteries alive. Surely the safest and fastest way to get to the promised land was to sail on using celestial navigation as necessary and get new batteries air freighted from Papeete.

At this juncture the crewmember started on a most remarkable demonstration. He first wanted me to know that he was serious about the matter. He said he had been thinking about it and had had a vision wherein we would both be dead as a result of running on a reef in the Marquesas as a result of losing the use of the SatNav as a result of the loss of electric power. I patiently pointed out that there are no reefs in the Marquesas, or, for that matter, any outlying dangers, and that I had had considerable experience with celestial navigation.

He had to admit that his fears were irrational, but nonetheless insisted they were real. He said he had this terror gripping him (he made motion with his hands to his throat) and that if I persisted, we would die and he would never see his girlfriend again. He worked himself into a sweat and then started crying and pleading.

What would you, gentle reader, have done in my situation? What did this girlfriend, previously shrugged off as one from whom he needed some time apart, and now suddenly his beloved to whom he had developed an urgent desire to rush to and marry, have to do with batteries?

I couldn't decide whether this fit was real or a sham. He had shown no signs of mental imbalance up to this point. I have since decided that his emotions were real enough, but that the whole scene had been deliberately devised. Willfully, one should say, if a subsequent charge of mutiny could properly be alleged.

It was obvious to me that the mission of command, a leisurely sail through paradise, would be in serious jeopardy were I to insist that we continue. The trust and cooperation necessary to insure the safety of the boat would simply have disappeared. Sir Gallahad had successfully ruptured the good order and discipline necessary to command. Knowing neither his true mental state nor how long-lasting the fit might be, I, maybe 90 minutes after the discussion started, told him we would alter course to Hawaii.

From that moment not another word was said about batteries. He remarked several times, however, on how happy he was in anticipation of being reunited with his true love.

As I have said, I think the Coast Guard was wrong to dismiss the

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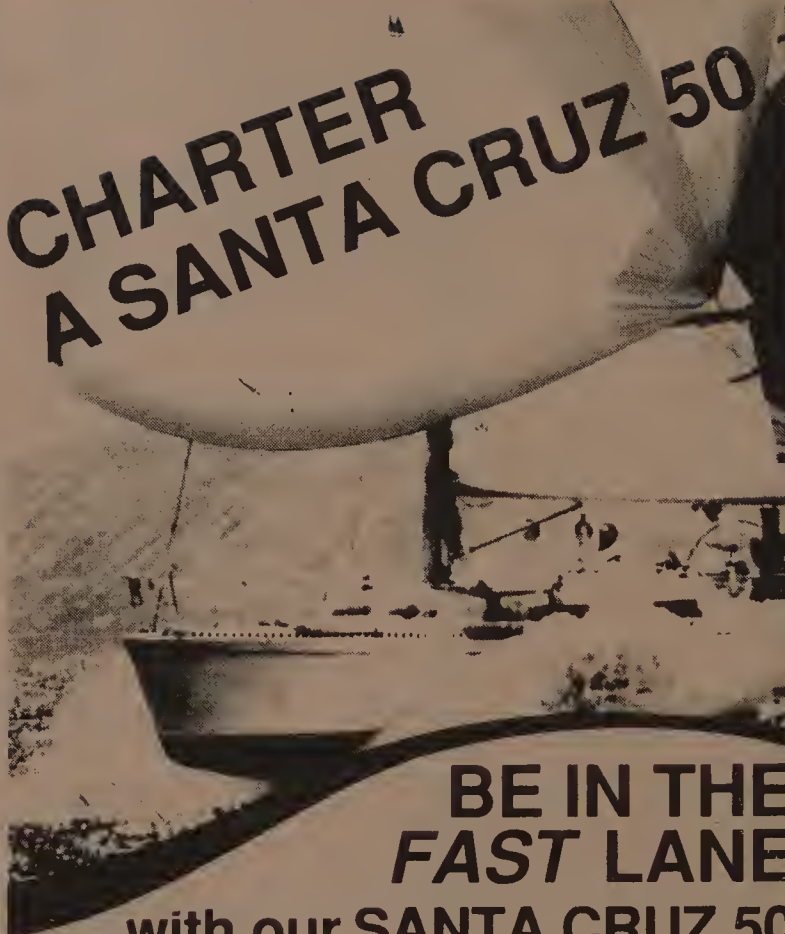
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Sept 3?	America's Cup Viewing & Local Cruising	2 wks	\$6,000
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Oct 8	San Diego to Ensenada (more Hussong's)	75	\$2,500
Nov 12	LA to Cabo San Lucas via Guadalupe	950	\$10,000
Feb 18, '89	Puerta Vallarta & MEXORC Combo	1,100	\$15,000
Mar '89	Newport to Cabo San Lucas	900	\$12,000
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LETTERS

element of mutiny out of hand. I have to agree with their disposition of the case, however. It would have been difficult for a judge to unravel the question of mental imbalance versus willful usurpation. Still, here I am in Hilo.

"Love conquers all."

G.M. Foglesung
Livermore

G.M. — As sympathetic as we are with your predicament, if you want our two cent's worth the Coast Guard didn't seem particularly lacking of common sense or competence. First off, it's going to be hell prosecuting a case in which there is only your word against your crewmember's word. Secondly, you apparently put up very little resistance to his idea of an alternate port. True, you might have been shot or thrown overboard had you done so, but it seems to us a very small risk of that happening comes with the territory of being the captain.

Similarly, if a crewmember can get you to change destinations after just 90 threatless minutes of wishing to be back with his girlfriend, we don't think he should be subject to criminal charges. As we say, we're sympathetic to the boatowner who has so much more to lose, but that's the way we see it.

□ I HAVE

In the June issue on page 75, Christopher Torney asked if anyone had ever heard of a boat called *After You*. I have.

My friend Charlie Warthen bought an Ericson 41 back in 1976 from an airline pilot in Marina del Rey which was called *After You*. Whether that gentleman ever used the line about "naming the boat after you" is mere conjecture on our part. In any case, Charlie shortly renamed the boat *Diane* after his daughter.

Enclosed is a picture taken aboard *After You*. The young man at



Really, honey, I named the boat 'After You' . . .

the helm is my son Kenneth, who since has graduated to larger vessel, the most recent being the battleship *Iowa*, BB-61, on which he was a Bosun's Mate for four years.

Manfred Rose
Allegro
San Jose

□ RULES FOR FLYING

I'd sure like to take some friends spinnaker flying this summer, but

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development and continuing refinement of existing production models. While some other Taiwan builders have had to scale down production caused by the decline of the US dollar, Hans Christian has opened up new European markets enabling full scale production and the price benefit of continuous operation and large scale buying power. For the premiere builder of semi-custom yachts in Taiwan, you will be amazed to know we are now priced under most of our so-called competitors.

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C&C Yachts, in business for 23 years, is largely responsible for today's popularity of the cruiser / racer concept as well as

being the pioneers in the use of balsa core for strength and lightness. They have been acknowledged throughout the industry to such a degree that other boatbuilders, such as Baltic from Finland, have commissioned C&C design group for some of their projects. Today C&C is again on the cutting edge of sailing technology by using triaxial and kevlar blend fabrics as well as aircraft quality core and composite metals in everyday production boats. The main ingredient that has remained the same through the history of C&C is the most basic idea of building safe, strong and easy to sail family performance cruisers.

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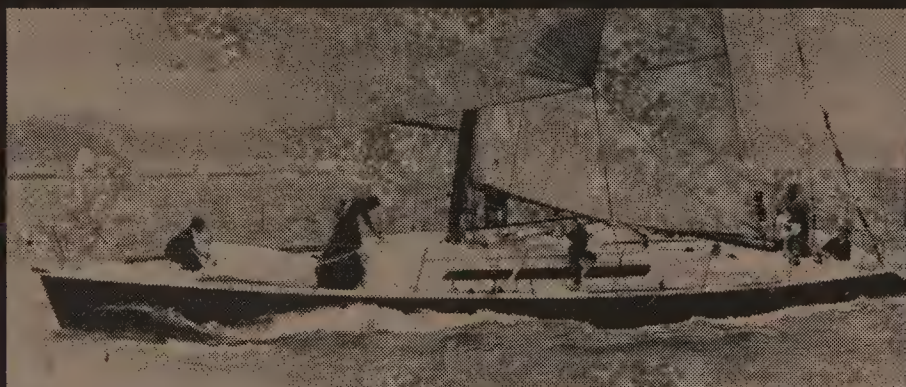
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LETTERS

I'd hate for them to lose any teeth on the bow pulpit.

We've got the boat, chute, lines and stern anchor. Oh yeah, and medical insurance, too. I'd rather not use it, though. What do we do now?

Margo Echols
Nadine
West Pittsburg

Margo — We're ashamed to say it, but we lost your letter for the last couple of months. Fortunately, there's still a little bit of summer left.

The first thing you need to know about spinnaker flying is that it



Spinnaker flying: a fun way to get high.

can break your body. Strong, puffy or shifty winds can result in crunched fingers, jarred necks and sprained backs. So spinnaker flying is only for those willing to accept the risks without whining about unpleasant consequences.

The set-up is pretty simple. You hook the head of a (preferably old) spinnaker to a halyard and then run a line between the two clews. How tight the line between the clews should be depends on the wind; the less wind the tighter it should be. Then put a snatch block on the line that runs between the clews, and attach a bosun's chair to the block. Finally, you need a 'kill' line that runs from the front of the bow to either of the clews.

Once this is all set up, you hoist the spinnaker halyard about 3/4's of the way up. Never hoist it all the way, because a suddenly collapsing spinnaker could result in the flyer slamming into the side of the hull or dropping right on deck.

Ideal conditions are about 15 knots of steady wind. The flyer climbs into the bosun's chair while it's floating around in the water. Using both hands to separate the clews, the flyer causes the spinnaker to fill with air lifting him out of the water. A good, strong breeze will lift a flyer up almost as high as the boat's mast. For a wild ride, you alternate pulling in on the different sides of the clew line. Do this right and you'll start oscillating like crazy.

What to do if the rider freaks out? Either the rider pulls hard on one side only of the clew line or someone on the boat pulls hard on the 'kill' line. This causes all the wind to dump out of the spinnaker and the flyer makes a rapid decent into the drink.

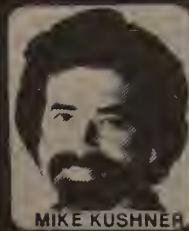
When done in conditions of moderate and consistent wind, spinnaker flying is a lot of fun. If supervised by knowledgeable people, it can also be relatively safe. But if it's your first time, be careful out there.



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SAIL ...

Size	Builder	Asking
28'	ISLANDER	\$29,000
30'	BABA	65,000
30'	CATALINA	25,000
30'	IRWIN	29,000
31'	DUFOUR	48,000
32'	WESTSAIL ... (2) frm	35,000
33'	HUNTER	39,500
35'	CHEOY LEE	39,000
36'	ISLANDER	45,000
37'	GULFSTAR	69,500
37'	ISLANDER	30,000
37'	TAYANA	75,000
38'	C&C YACHT	75,000
38'	EASTERLY	79,000
39'	BRISTOL	39,500
39'	ERICSON	54,500
40'	CHALLENGER	84,500
40'	ISLANDER	79,000
41'	FORMOSA	79,500
41'	FREEPORT	Offers
41'	MORGAN	85,000
41'	NEWPORT	59,500
43'	C&C	78,000
43'	COLUMBIA	75,000
43'	TSUNAMI, 1983	45,000
44'	PETERSON	125,000
45'	LANCER	125,000
46'	FORMOSA	98,000
48'	KETCH, STEEL	275,000
55'	M/S	99,000
105'	LOGGERT	165,000

POWER ...

Size	Builder	Asking
28'	BAYLINER	\$40,500
30'	SCOUT	44,750
32'	GRAND BANKS	49,000
34'	CALIFORNIAN	69,000
34'	TOLLYCRAFT	70,000
35'	MODERN	79,000
36'	CHRIS CRAFT	24,500
36'	GRAND BANKS	64,500
36'	STEPHENS	27,500
37'	PEARSON	39,500
38'	BAYLINER	109,000
40'	BLUEWATER	85,000
41'	LUHRS	89,000
42'	CHRIS CRAFT	55,500
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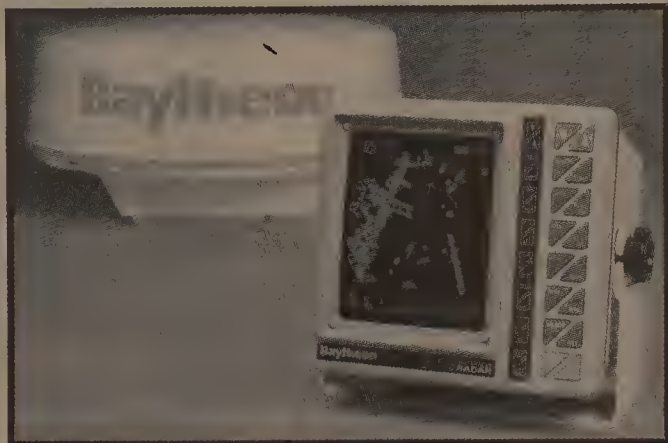
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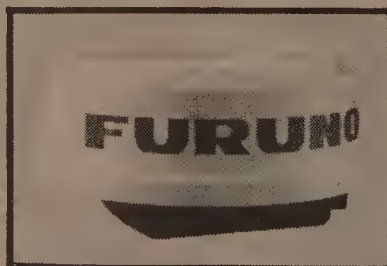
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LETTERS

□ NAUTICAL LESSONS FROM THE SCHOOL OF HARD KNOCKS

My introduction to the nautical school of hard knocks started when I bought my first boat, a Bristol 27. The broker (Wave Traders, Sausalito, 1980) took off with the bank proceeds and I was stuck with a \$12,000 loan and no pink slip. They said I better find a good lawyer.

Shortly afterwards I had an accident (\$6,000 damage to the other boat) during Opening Day on San Francisco Bay. I called my insurance broker and he stated that the company had not renewed my policy the previous Friday and he had not notified me yet nor had located a different policy with the money I had sent him. They said I better find a good lawyer.

Then someone thought that they needed my outboard motor more than I did. The insurance company only offered \$200 for a motor they had appraised at \$1,000 when issuing the policy. They said I better find a . . . you guessed it.

Having spent more time with lawyers than sailing across the San Francisco Bay, my mind drifted to those great pictures in magazines of drinking tequila with a beautiful woman in calm waters. I traded up for a Mason 43 (*Blue Sky*), headed out the Golden Gate Bridge and turned left for Mexico. After surviving the great storm of 1982 in San Diego where nine boats sank, arriving in Cabo San Lucas to see the remains of 29 boats that were washed up on the lee shore, losing the engine in La Paz, I decided that those beautiful sailing pictures in the magazines were fiction. I packed up my foul weather gear and joined Sailing Anonymous. I thought I had licked my sailing addiction when someone left 24 old issues of *Latitude 38* (the best sailing rag there is) at my doorstep. Not wanting to support any more lawyers, fighting huge waves at 3 a.m., or paying monthly berth fees, I decided to find a boat that was trailerable, cheap, and did not cost an arm and leg when something went wrong. Someone turned me on to a West Potter 15. My dreams came true.

The Northern California West Wight Assn. quickly turned me on to a boat for sale that was located close to me. I fell in love with it (Potter #629) and made arrangements to buy it. I read *The Many Ways to Potter* forwards and backwards and was ready once again to feel that sea breeze in my face. People gasped when they heard I was heading for Tomales Bay. "No problem," I said. I have been on the seas many a day. Did Cy study the tide charts? No. Was Cy familiar with late afternoon wind which dies at a certain hour? No. Did he thoroughly check out the equipment on the boat and test it? No.

The first time I launched the boat at high tide on a sandy beach. I had used this launching point many times during my college days where we carried light Flying Juniors into the water. When I was about to beach the boat on the other side of the bay I remembered on page 11 reading the advice "that a beached Potter with the board up frequently sands in, causing the board to become stuck in the up position." Wise Cy put the board slightly down when beaching. I was feeling so smart. Then the tide went out while I was drinking beer. When we left, we just pushed the boat back into the water. We put the sails up and were heading out when I went to drop the board. Something was wrong. The board had come out of the pivot point.

I tried everything but the board was jammed half way down. I made the decision to head back to the beach. In freezing cold water we pulled the boat over to the side by using the main halyard. I didn't know exactly what I was doing, but finally repositioned the centerboard by standing in the water and manhandling the board. Moral of the story: when backing the boat into the water, raise the centerboard all the way up so it will not come out of the pivot point.

By the time I got back to the launching point, the tide had gone out even more. Oops. I knew I was in trouble. I backed the car and trailer

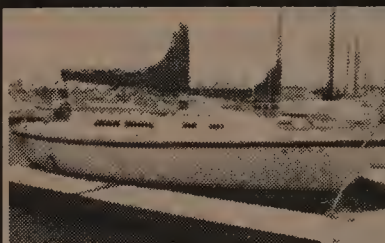
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LETTERS

down to the boat. The boat was loaded onto the trailer and my worst fears came true. The rear tires sank into the wet sand. After some thought I disconnected the trailer and managed to get the car up on higher ground. I took the anchor line and connected it to the rear bumper of the car and to the front of the trailer. Very slowly I pulled the trailer with the boat on it up to higher ground. Happy ending to my woes? No.

The following day, being wiser, I launched the boat at a public launching ramp. It was one of those beautiful days, so I decided to sail out to the mouth of Tomales Bay. When I arrived the breakers didn't look too friendly. I decided to head back. I turned around but did not get very far. I was going against the current. Right then the wind died completely. To my horror the current was at its max, taking me right out toward the ocean.

No problem. I'd start the motor. On the first try the starter cord became jammed. Oh shit! I quickly got out the oars to do some serious rowing. On the third stroke, the oarlock on the port side ripped out of the hull. The previous owner had installed sockets for the oarlocks without any backing plates. What a fool I was to not check out all his modifications. Nearing the breaker, I pulled out the small anchor and threw it overboard — without securing the bitter end of the line to the boat. The current was so strong that it took all my strength to hold on and slowly pull enough line back up to secure it to the boat.

Still, the breakers were breathing on my back. I was scared, but the anchor had grabbed! I took the top of the motor apart and made a mess of things. The spring popped out. Finally I calmed down and after many false starts, got the motor repaired. By now the sun had set. I got the motor started and made slow progress against the strong ebb.

The whole situation was a little too scary for me, but I felt I handled it well. I had a life vest and safety harness hooked up during the entire time. It is really important to pay better attention to tides, weather and time factor. When a situation goes bad, problems can multiply. Always check out all gear and start the motor before heading out. You never know when disaster can hit. I have had my share of hard knocks but it doesn't stop me. My respect for the ocean grows each time I go out.

The more I sail the Potter, the greater respect I have for it, too. It's perfect for the shallow bay of Tomales.

Cy Eaton
Forestville

□ HAIL COLUMBIA

As an update to recent letters on Columbia 5.5's, we would like your readers to know that 5.5 meter racing is alive and well in the Bay Area.

We have an active fleet of five boats racing on the Delta at the Stockton Sailing Club. There are also two or three others that are available in the area.

The competition is keen and the beauty of these classic yachts makes for an unbeatable combination.

If any of your readers would like more information, feel free to contact us at the Stockton Sailing Club. We would be more than happy to answer any questions or just talk about our experiences.

Ray and Terri Hawkins
Modesto

□ TWO MORE 'GOOD GUYS'

If you still have your "good guy" list, I have two names to add to it. Let me give you a little background.

Last year my wife and I started looking at cruising boats. While

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Jerry Kennedy, new owner, Newport 30II

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28'	COLUMBIA	'69	15,000
28'	ERICSON	'81	32,900
28'	SAN JUAN	'79	24,500
29'	BRISTOL	'68	16,000
30'	BODEGA	'86	23,000
30'	C&C	'80	37,950
30'	CAPE DORY	'76	39,500
30'	ERICSON	'69	26,000
30'	ISLANDER BAHAMA	'79	29,000
30'	LANCER 30		Offers
30'	RAWSON	'2 frm	15,900

UNDER \$50

30'	TARTAN	'73	30,000
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31'	MONSOON	'74	47,000
33'	MORGAN OUTISLAND	'78	43,950
34'	CORONADO	'69	21,500
34'	PEARSON	'85	59,900
34'	WYLIE	'80	48,500
35'	ERICSON	'66	27,000
36'	ISLANDER	'2 frm	44,500

UNDER \$100

36'	PEARSON	'77	59,900
38'	C&C	'81	69,900
38'	FARR	'83	76,000
39'	BRISTOL	'69	55,000
41'	MORGAN	'78	85,500
41'	TARTAN	'75	59,500
45'	FAR EAST	'70	68,000

OVER \$100,000

42'	IRWIN	'75	120,000
44'	CHEOY LEE	'83	128,500
45'	LANCER	'83	125,000
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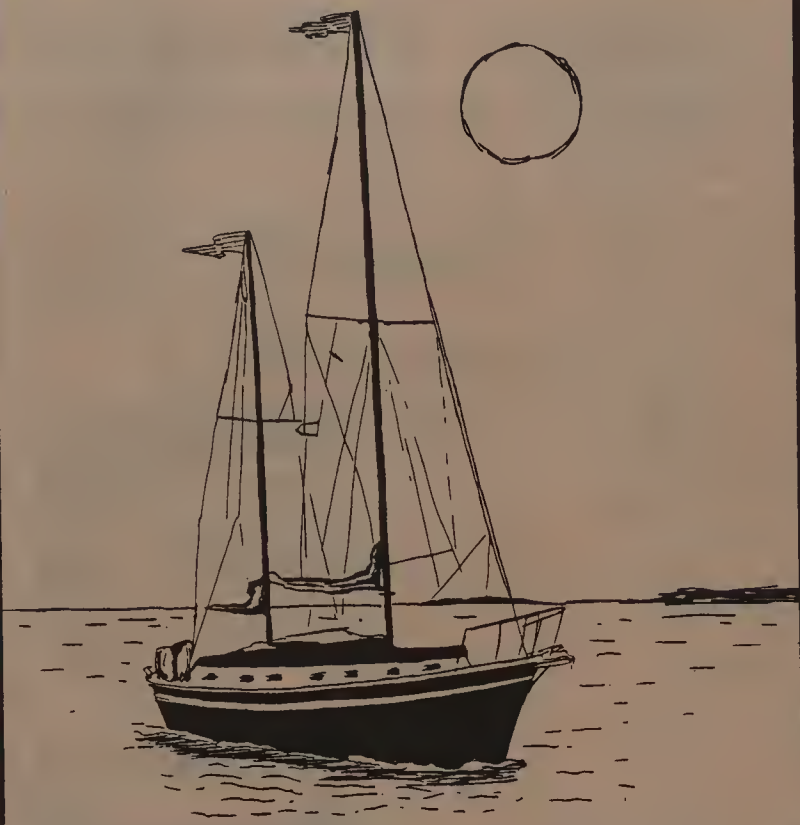
ISLANDER 36, 1974. Horken furling, dodger — cleanest I-36 on the Bay!
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LETTERS

researching boats I remembered the Nonsuch 30 from a few races like the Silver Eagle, and how their crew was having fun while other boats — like mine — were working at making their boats go.

We decided to take a good look at a Nonsuch 36. I called the two closest dealers, one in Florida about 400 miles away and the other in Maryland about 700 miles from us. After telling them that we were interested in learning about Nonsuchs, but that we wouldn't be buying for some time, the dealers basically told us to call back when we were ready to buy.

I remembered Dave Vickland and called him in Alameda. He immediately sent us material on the Nonsuch. Then he did something I thought rather unusual for a boat dealer. He told me to charter one for a week or two in the British Virgin Islands before buying it. He said if we liked the boat the builder would credit us with one-half of the charter fee towards the purchase of the boat, and if we didn't like the boat we would have a nice vacation and save a lot of money by not buying the wrong boat. In December, my wife and I spent several hours with Dave going over his Nonsuch 36 in Alameda, with no pressure to buy immediately.

We made our charter arrangements with Tropic Island Yacht Management in Roadtown, Tortola, British Virgin Islands. The first week we chartered a 42-ft ketch and the second week we chartered a Nonsuch 36. We had a great time. TIYM is a business with a very professional and proficient staff dedicated to the yacht charterer. The yachts — 30 of them — are well-appointed and superbly maintained. We had a great vacation on their boats in a beautiful part of the world.

When we buy a Nonsuch it will be from Dave and I thought he should be recognized. TIYM works very hard to make your sailing vacation a carefree adventure and I highly recommend them to anyone going to the BVI. We will be going back to charter another Nonsuch from TIYM next spring.

Ron Landmann
Brunswick, Georgia

□ NOT THE NORMAL LUNCH CRUISE

A group from the San Francisco-based American Institute of Banking recently chartered a Hunter 40 for a sail on the Bay. Their plan was to sail along the Cityfront then duck behind Angel Island for a calm lunch. Well, as we sailors know, not all things go as intended.

We were in the middle of the Bay about to tack toward the Golden Gate Bridge in 30 knots of wind when my first mate, Maury, spotted a fellow on a boat off our port beam hailing us by waving his arms back and forth. The boat's sails were down and it was motoring east under the power of a very small outboard. The boat was also carrying a Japanese flag.

What to do? We reversed course, made a pass at them, then heaved-to nearby to ascertain the problem. In broken English, the boat's crew asked for the Coast Guard or Harbor Police. They replied 'no' when we asked them if they had a radio.

Soon we discovered that the two, Yoshio and Akemi Aumanuma, had just crossed the Pacific aboard *Shirahae*, a 30-ft sloop. It had taken them 50 days to reach their destination.

We radioed the Coast Guard to report the situation.

While the Coast Guard had us standing by waiting for further instructions, one of our crew, Cindy McFarland, asked if it wasn't a good time to have lunch. Because we were hove-to and drifting east clear of any obstructions, I said, "That's a great idea." It's amazing how tranquil it can be when you heave to with a single reefed main — even with 30 to 35 knots of wind.

As the Coast Guard didn't seem to be in too much of a hurry, we had plenty of time to finish our lunch. Finally, Fort Point requested

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LETTERS

that we escort the vessel to Pier 39 and have the skipper contact Immigration and Customs through the Harbormaster's Office. So we lowered our sails, fired up the iron genoa, and escorted the *Shirahae* to Pier 39. The folks in the Harbormaster's office took over, arranging for a Japanese interpreter, so we headed back on the Bay for more adventures.

As charter captain of the vessel *Mystic Voyager*, which was leased from Paradise Charters in Alameda, and on behalf of the group from the American Institute of Banking in San Francisco, I want to wish Yoshio and Akemi a happy stay in the United States of America.

John A. Sliwa
Alameda

□ THE TALKING. "SOME LIKE IT HOT RALLY" BLUES OR, YOU CAN GET ANYTHING YOU WANT AT PAPI'S DELI EXCEPT "THE SHIRT"

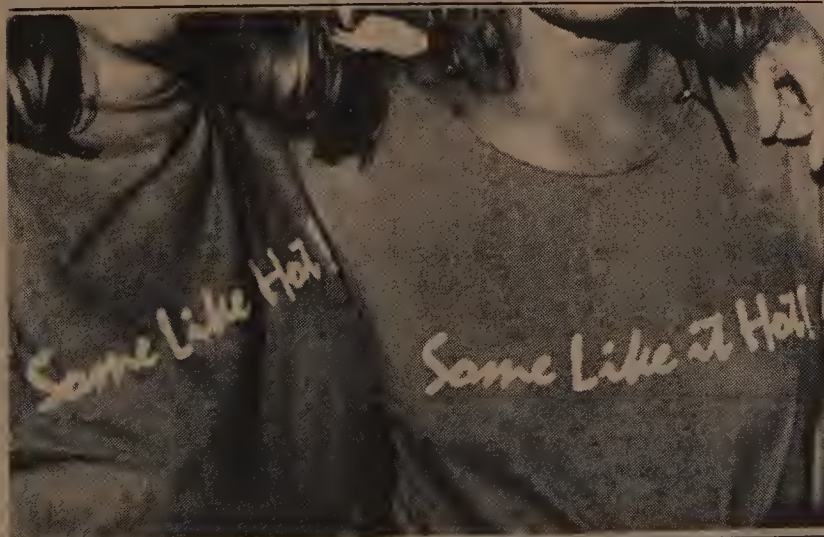
It all started sometime back when I was reading my favorite publication, *Latitude 38*, and I came across something that made me yell to my wife:

"Honey, come here. You're not going to believe it! All we have to do is get on the boat, sail to Cabo San Lucas and get a free ice cream cone and I'll get 'the shirt'."

Well, the first thing she asked was what about the kids and school. I said she had a college degree and all, so she could teach them reading and writing. She asked what I was planning on teaching them; and I said I could teach them there's more to life than getting up every morning and going to work. She said she figured that I ought to be pretty good at that, what with all my years of experience. Then she wanted to know if we could afford it. I said Mexico was supposed to be cheap and, besides, what could it cost since we already had the boat?

We both worked hard and saved all our money and tried to explain to the mothers-in-law (hers and mine) why we were taking their grandchildren off on a boat. When the time came to leave, there were still huge crowds of people waving big wads of money in our faces begging us to stay and work. We tried to explain to them about the free ice cream cone and 'the shirt', told them goodbye, and left.

We spent the next four months and our entire life's savings refitting the (what could it cost we already have the boat) boat. We never would have finished, so we threw out the list of things not done and decided we were. Even at that, we'd probably be there still if it



LATITUDE/RICHARD

Sometimes it seems everybody likes it hot.

weren't for help from a lot of good people, most notable among them Myron Cambell at Golden State Diesel Marine and Dick Loomis at Nor-Cal Compass Adjusting.

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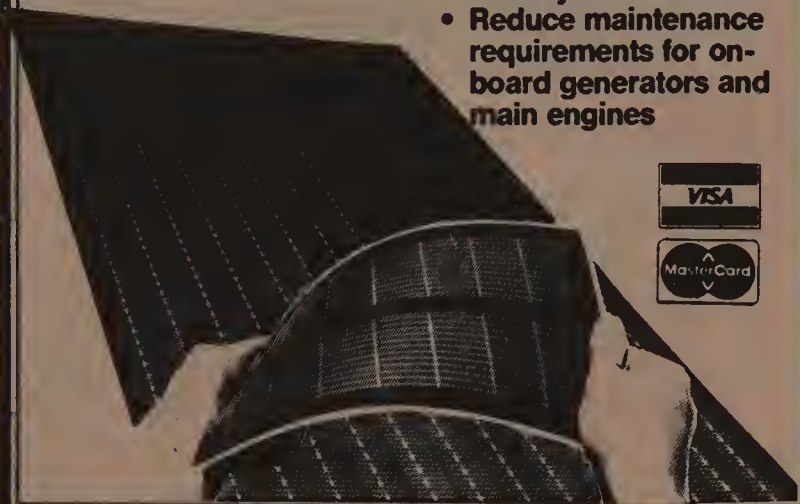
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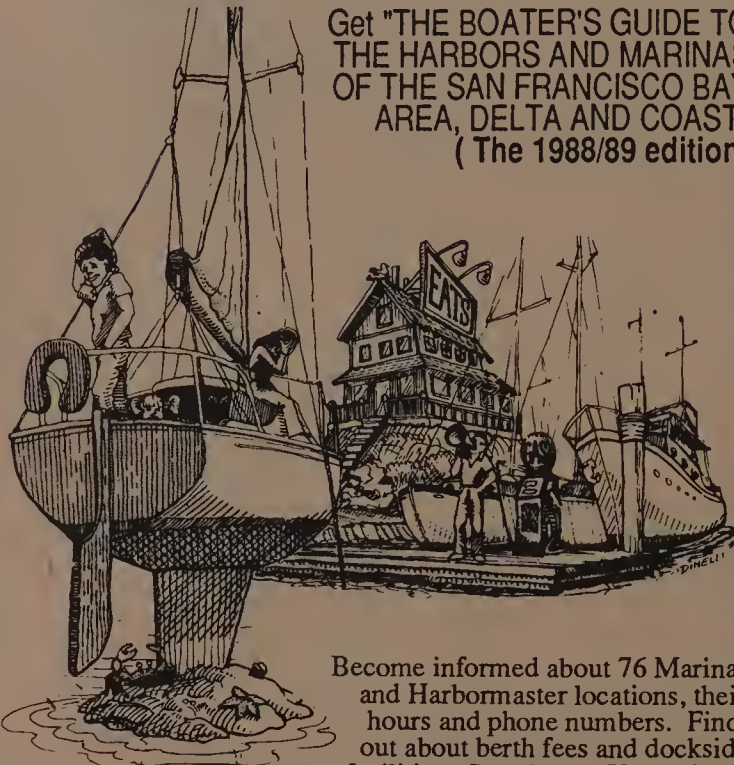
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LETTERS

We explained to the mothers-in-law one more time and got some much needed advice and instruction from our friends Dick and Jean Miller on *Liebestraum* and went out of the Gate and headed south. We had an easy sail down to San Diego and left there January 13 with the weatherman promising at least three days of good sailing.

Our plan was to go straight down to Cabo, provided we didn't need to take on any fuel. So early in the morning of the 17th, having used no fuel at all, the decision was made to by-pass Turtle Bay and keep on going. By around noon it was becoming apparent that maybe we'd made a mistake. A quick check showed that we couldn't make any refuge by dark, so we kept on towards Bahia Santa Maria.

We were making good time on a beam reach with just the double reefed main up and trying to decide if it was time to triple reef, when the first squall line hit. It ripped the seam between the second and third reef. We decided to take the main down and, after waiting for the wind to veer around to the northwest, set off under bare poles. Our faithful hand-held windspeed indicator said we had eight knots gusting to 10, but we were pretty sure it was a little higher than that, so we threw the w.s.i. overboard. By our best guess, we had steady winds of over 40 knots with gusts up much higher than that and a combined swell and seas of around 30 feet, but our 11-year-old Hunter 30 didn't have any problems other than that old mainsail seam. A couple of times we wondered what we were doing out there, but then we'd just remind each other that as soon as we got to Cabo, the wife would get a free ice cream cone and I'd get 'the shirt'.

During the next 30 hours the SatNav said we covered 120 miles, which isn't bad for bare poles. When we pulled into Bahia Santa Maria, on the afternoon of the 19th, we were dead tired and would have fallen straight to sleep except that we ran into a Good Samaritan in the form of Emmett Hughes of *Kame Hele*. Emmett fixed our main with his sewing machine. Not only wouldn't he take any payment for his work, he called the mother-in-law (just hers) to tell her we were alive and well.

After resting for a few days we went on down to Cabo. Even though we arrived late at night, we were up early the next morning so that we could rush through Customs and get up to Papi's, because we knew that, as soon as we got there the wife would get a free ice cream cone and I'd get 'the shirt'.

When we got to Papi's, we sat down and filled in the book and met Gil and Karen. Two nicer people you'll never meet, and with all the free services they provide you'd think they were running a rescue mission for cruisers.

We sat there and talked for awhile, and I want you to know I wasn't rushing the moment at all, but just kind of savoring it, you might say. When the wife got her free ice cream cone, I even sprung for some for myself and the kids. But after that I couldn't wait any more, so I went over to Gil and said, "Gil, I'm a size large and the time is right so I'd like 'the shirt'."

Well, I'll never forget the sadness that came over Gil's face when he looked at me and said, "They're all gone."

I've been disappointed in my life, had some setbacks, and sometimes things have just gone against me, so I want you to know I took this one like a man. I just said, "Okay." I didn't let it ruin the rest of our stay in Mexico, either. We just went on down to the mainland to wait for it to get hot, but it never did get that hot, and we soon lost track of what month it was and never even made it up to Race Week. Before we knew it, it was time to come home.

We'd been told that Mexico is a beautiful place, and it sure is. But the most extraordinary thing about Mexico is her people. We have never met so many friendly people anywhere and, along with the many cruisers with whom we became friends, we will remember them for the rest of our lives. We're hoping to see them all again

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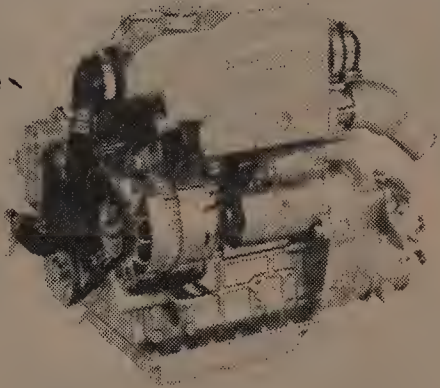
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LETTERS

someday. Now, I've heard it said that the only thing that you can have in this world that is of any value is the people you can call friends, and I tend to agree with that, so based on that, our sojourn in Mexico was one of the most rewarding of our lives.

But I really had my heart set on 'the shirt'.

David & Kathi Fox, Lauren (16), Ken (13), Brian (2)
Sojourn, Sonora, CA

David & Kathi — The one thing we learned from 'the shirt' experience is that money doesn't buy happiness. We spent a small fortune on those shirts, but because of all sorts of shipping problems, still didn't get them to all those who deserved them. It made us mad.

It also made the terrific folks at Papi's, Gil and Karen, mad because a few folks kept harrassing them for the shirts they didn't have. Our apologies to Gil and Karen for putting them on the hot seat.

But since you Fox folks tell such a fine and true tale about Mexico, we'll tell you what we're going to do. Drop us a line when November rolls around and we start printing the 'Some Like It Hot' shirts again. We'll not only give one to the captain, but the mate, too.

□ THE REASON I DON'T LIKE IT

Keep up the good work, you've got a great rag.

'Zero Intelligence' is just that. The possibility that I might lose my boat because of a "detectable" amount of some plant really scares me. This repugnant bit of piracy is the result of a right-wing, reactionary, lame-duck, psuedo dictatorship trying to effect a political ploy.

The Coasties don't like it because it detracts from Search and Rescue (they *really* would rather assist than arrest you). Boat owners don't like it because who needs kids with machine guns digging through your lockers? And I don't like it because it's like a police state.

If the Feds are so concerned about the health of our children, why do they count catsup as a vegetable? Why does the federal government subsidize the tobacco industry? And why does the government support murders in Nicaragua? The lie continues.

So remember, if you're sinking, just get on 16 and say, "Hey good buddy, I just found a Valium in the bilge and I don't even have a prescription." The CIA, CG, DEA, FBI, ABC, DEF and the XYZ will all appear out of thin air.

Raymond Dharr
Northern California

Raymond — In all fairness you have to recognize that the drug question crosses all political boundaries. You have both the Libertarians and William Buckley advocating the legalization of drugs while virtually all of Congress, be they Democrat or Republican, supported the blow-up-in-their-face Zero Tolerance program.

□ DUMB TO BE OFFSHORE IN A MULTIHULL

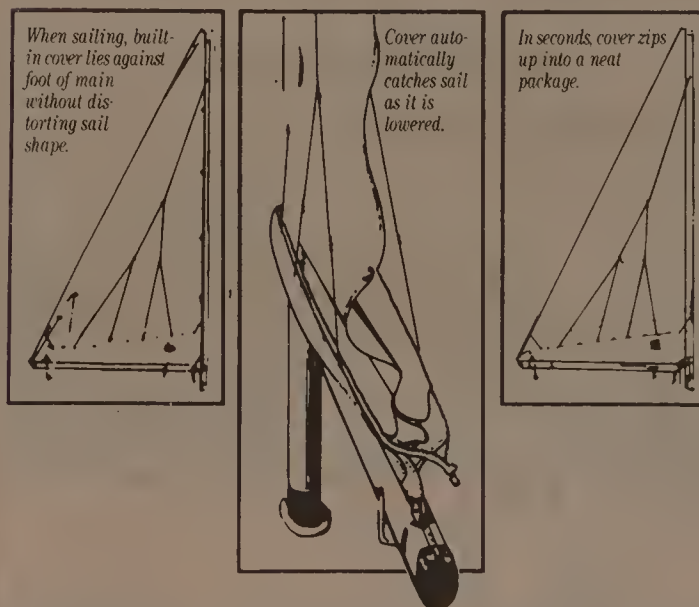
My dad used to say that folks succeed by being half lucky and half dumb. I know it works in my case, and it certainly worked for Jan and Joe DeJulius who survived the capsizing of their 42-ft trimaran, *Atalanta* (March, pg. 136).

The unlikely presence of survival suits is what really was lucky. EPIRBs are ubiquitous. Survival suits are not. It is unrealistic to expect sailors to spend \$1,500 (for four suits) and then use up the precious space to store them. That J&J had them aboard was a one in a million shot. Those are odds with which sailors should not be expected to deal. If, as a result of their experience, the advice is to carry survival suits, then the advice is bad because sailors simply won't.

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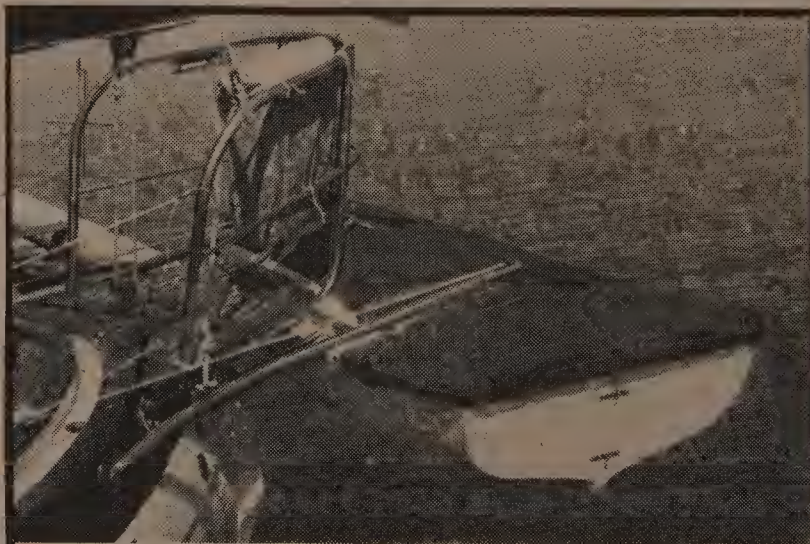
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LETTERS

It was no piece of either luck or especially good planning that there was an EPIRB aboard. It is the one unskippable piece of safety gear and, if you are ever invited aboard a boat that lacks one, politely decline. If, as a result of their experience, the advice is to carry an EPIRB, then the advice is unnecessary because serious sailors already have one.

So much for luck; now about dumbness. It was dumb for Jan and Joe to be offshore in a multihull in the first place. It is dumb for anyone to be offshore in vessels that have proven, convincingly time and again, that they will go tits up in seas that a monohull would easily weather.

Joe suggested that a sea anchor might have saved the boat. I am not so sure. A sea anchor is a tricky device that, even on a monohull, must be precisely set lest it does more damage than good. How three hulls react to a sea anchor in really bad conditions is hard to predict. My best guess is that with a sea anchor Jan and Joe would have been in deep cow chips even sooner than they were. Besides, J&J did have sea anchors aboard. Their anchor streamed off the bow on 50 feet, more or less, of rode might have been as effective (good or bad. 'Ya' streams your anchor and 'ya takes yer choice'). Even streaming drogues (plain old line) might have been a fairly acceptable substitute.

In winds of force that Jan and Joe encountered, and in 50 foot seas, the proper heavy weather maneuver for a monohull would have been to lie ahull. When J&J tried it they discovered that multi's are too broad to roll with the seas. The best option for survival, lying ahull, was not available to them.

Were Jan and Joe lucky to survive their penultimate storm? You bet!

Were Jan & Joe dumb for being offshore in a multi? What's your opinion?

Reese Palley
Larnaca, Cyprus

□FROM THE FLEET ADMIRAL

I'm writing in response to Kurt Holland's exciting *Sightings* report in the July issue on the rescue at sea of two fishermen.

I can identify the "somebody smart" who is responsible for the safety at sea quote included in the last paragraph. Let me repeat the quote so it's fresh in everyone's mind:

"The time for taking all measures for a ship's safety is while able to do so. Nothing is more dangerous than for a seaman to be grudging in taking precautions, lest they turn out to be unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy."

It was Fleet Admiral Chester Nimitz who wrote that on the occasion of his investigation of the great loss of life and shipping as a result of a Pacific hurricane during World War II. While I don't have it written in my log, I have thought of it often when tempted to do less than a complete job of preparation before leaving the dock. So far it's always had the desired effect.

Frank Dwinnell, Jr
Serena, Baba 30
San Diego Yacht Club

□GOOD READING

Awhile back you asked for recommendations on good nautical books. I have one that the hard-core nautical obsessive should have in his/her library which really isn't a nautical book at all — it's a children's book. I'm speaking of the classic *The Wind In The Willows* by Kenneth Grahame. It's the story of Toad, Rat, Mole, and Badger and their various adventures. It seems that lots of people have heard

THE PEOPLE BEHIND THE SEAMS



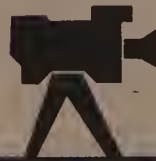
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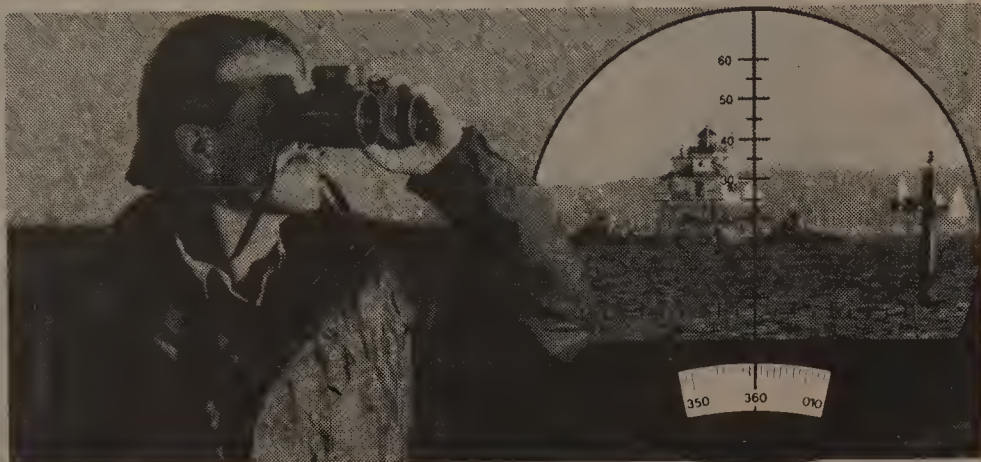
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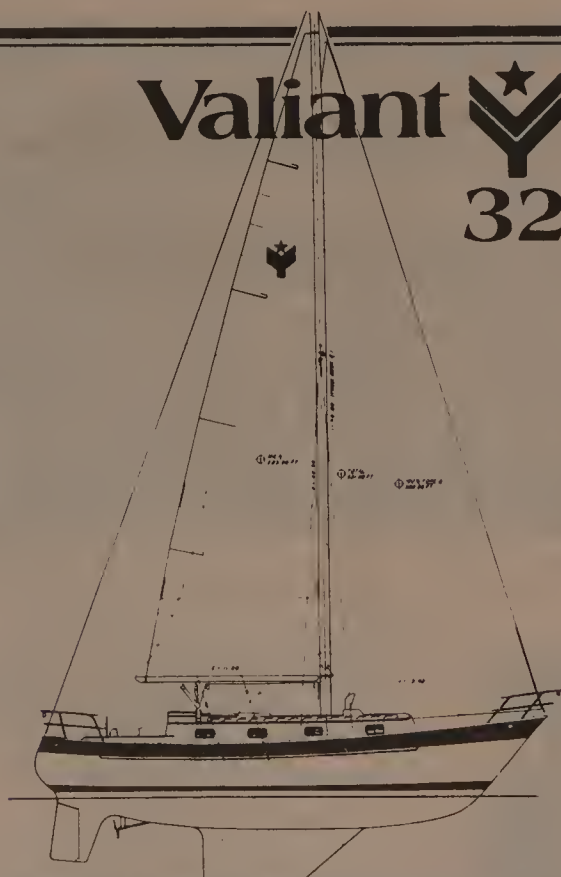
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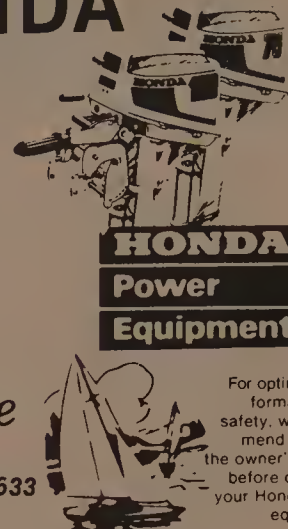
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LETTERS

about this book, but few have read it. Every sailor knows the quote about, "messing about in boats" from this text, but here is another that may not be as well-known which I would like to share.

The Seagoing Rat is talking to the River Rat about why he should change his lifestyle. "We shall break out the jib and the foresail, the white houses on the harbor side will glide slowly past us as she gathers steeringway, and the voyage will have begun!" . . . "And you, you will come too, young brother; for the days pass, and never return, and the South still waits for you. Take the Adventure, heed the call, now, ere the irrevocable moment passes! 'Tis but a banging of the door behind you, a blithesome step forward, and you are out of the old life and into the new! Then someday, someday long hence, jog home if you will, when the cup has been drained and the play has been played, and sit down by your quiet river with a store of goodly memories for company."

This book was written in 1908, but Lin and Larry Pardy could not argue it any sweeter than Grahame. If you don't have any children, pretend you're buying it for the neighbor's kids.

Another item I would like to mention, for those people in the South Bay, is the Coastal Piloting and Navigation class being taught at the Santa Clara Adult Education Center starting September 12, 1988 at 7:00 p.m. The address is 1840 Benton St., Santa Clara, and the telephone number is (408) 984-0631. Cost is \$48 for 24 hours of instruction. The class is being taught by Fred Hall, who runs The Ship's Chandlery in Campbell, and who is an ex-Navy Quartermaster/Merchant Marine type.

I like Fred. He's one of the last of the one-owner stores trying to make a living giving good service. He's a great marlinspike sailor and will make up dock lines for you that are the envy of every traditionalist around. Of course, you can get them faster if they are "made in Taiwan" and come in a box, but is there anybody who doesn't know that his dock lines are wearing out before they actually do? If you plan ahead, you'll be proud of your dock lines and how many of us can say that anymore?

Ed Whitehead
The Linda Joy
Alameda

□ THE PEARSON CAUGHT MY EYE

While reading the *June Changes*, I came across a letter from Bob and Dorothy Doyle aboard a Pearson 323 in Florida. It's a coincidence because I'd taken a photograph of their boat in Melbourne, Florida back in April. Their boat caught my eye because it was registered in California, because I own a Pearson 323, and because I'm considering taking my boat to Florida.

I tried to get in touch with the Doyles while I was there, but had no luck. I wanted to ask them all sorts of questions concerning their route, sailing gear, provisioning and particularly about how the boat stood up to the rigors of long-term living aboard and cruising.

I'm writing this letter in the hopes that the Doyles — or some of their friends — might see it and get in touch with me. My address is 1617 Queen Charlotte #4, Sunnyvale, CA 94087.

Paul Moehle
Sunnyvale

□ SHOCKED ABOUT EPIRBs

We are now provisioning for our departure to Mexico for the '88-'89 season and for the South Pacific in '89, '90 and '91. We have cruised the coast of California from San Francisco to San Diego as well as Mexico for the last three years.

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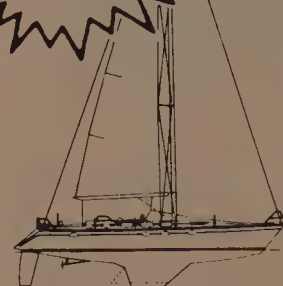
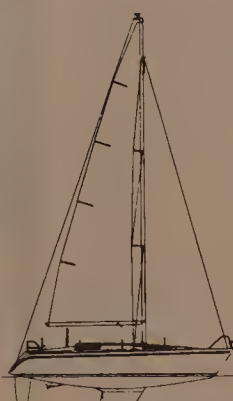
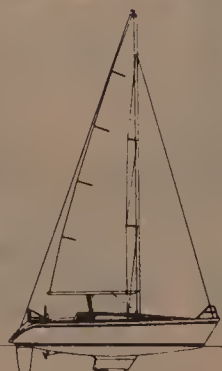
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LETTERS

part of this process, I was going to add a second EPIRB in the case the first failed. During the selection process of this second EPIRB, I learned a couple of shocking things about EPIRBs:

1. All EPIRBs are basically the same!
2. The only difference is that the more expensive ones float better. Period.
3. All EPIRBs transmit on an airline (121.5 MHz) frequency only. There are no satellites that currently pick up EPIRB signals.
4. There are *huge* areas of the world, specifically those outside airline routes, including most of the South Pacific, where EPIRB signals won't be picked up.
5. Per the Coast Guard, EPIRB signals will be heard only if an airplane passes almost directly overhead. Coast Guard aircraft usually see a liferaft before they pick up an EPIRB signal.
6. EPIRB's transmit with just .75 watts of power. Handheld VHF's transmit five watts.
7. The maximum range of an EPIRB is 250 miles — which isn't much in the vast reaches of the South Pacific.

8. When brand new, EPIRB batteries will transmit for 48 hours. A year later the battery life is down to about 85% of new. After 10 years there's nothing left of the battery. Thus a three or four-year-old EPIRB battery might transmit for only a day. Spare batteries also deteriorate.

9. The European system, which transmits on 406MHz and which isn't available in the United States, costs \$1,500 to \$3,000 each! This will contact satellites worldwide, but again both battery and transmission power are limited.

The way we see it, it's both foolish and an unreasonable risk to rely on an EPIRB for rescue. That is unless you don't go to the South Pacific, offshore or outside airline routes. Rather limiting, isn't it?

When I pressed the Coast Guard for a solution to the problem of how to make contact if in a liferaft situation, I had trouble getting anywhere. They didn't want to discuss the matter and only after yelling, prodding and begging did they offer the following: "Tear out your ham radio equipped with quick disconnects, have a spare sealed nickel cadmium motorcycle battery, as well as a spare ground wire and half wavelength dipole antennas for the net bands, and take it all with you in the liferaft."

We found what we think is a better alternative; a fully self-contained portable ham — marine band — telephone band — ham net bands radio. It has solar panels to charge a self-contained sealed battery, an eight-foot whip antenna, an antenna tuner, all of which come in a waterproof, shatterproof case. This unit is for emergencies only as the Federal Communications Commission won't approve it for general use because it has all band coverage (except 2 meters). The unit's tunable crystals get all major ham nets, both Coast Guard frequencies, ship to ship channels, KMI telephone monitored frequencies — all transmitted at 50 watts.

With the solar panels you can receive for six to eight hours a day and transmit one to two hours. This is assuming the panels are kept in the sunlight all day.

The radio is manufactured in Southern California by the same person who created and sold the Atlas and Swan ham sets. It is a quality unit and well-engineered. It only weighs about 20 lbs. and the case is just 11"x14"x6". The cost is \$1,500 F.O.B. Los Angeles, not including tax.

We think this unit is a great backup in case our primary ham goes out — or out batteries get wet. You can charge it from primary batteries, too. You can also use a backstay antenna with it. If anyone is interested they can write me at 5303 East Twain Ave., #100, Las Vegas, Nevada 89122 for details.

Richard & Barbara LeVine



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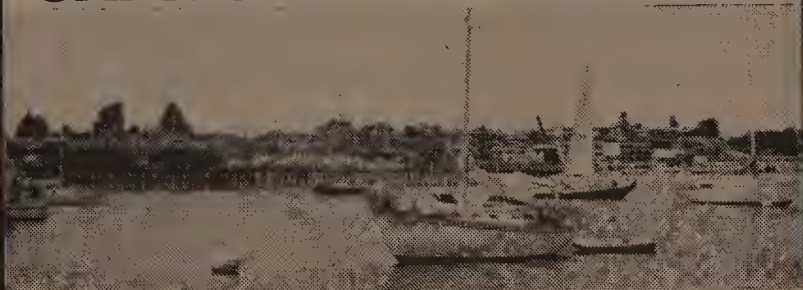
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LETTERS

Magellan KB6IOY
Avalon, Catalina, CA

Readers — We spoke to Richard LeVine, who told us that he intended to be the distributor for these units until he found out the manufacturer, Vector Radio, might not be able to produce enough units for the demand he could create.

□ CORPORATE POLLUTION

In 1984 *Escape* visited the Channel Islands. The only real problem noted then was our passage through a heavy oil spill between Conception and Santa Barbara. Anyone advocating oil platforms should sail just once through this area in a small boat. This year we made the same cruise again — no change. The stench was awful and heavy black patches of oil stuck to the boat. As before, we reported our location to the Coast Guard. Oil rig Hondo was only a mile away.

We like to cruise along the 10 fathom curve in good visibility. This year we discovered another example of corporate pollution. They are large 6' x 10' cylindrical mooring buoys. Six of these are moored just outside the 10 fathom curve about 10 miles northeast of Hondo. They were unlighted, unoccupied and about 300 yards apart. They must weigh a ton or more and are definitely not your basic crab pot. Small boat skippers beware!

At the eastern end of Cojo anchorage six more of these monstrous hazards sit like a mine field. These are marked "Chevron", are unlighted, uncharted, and not even reported in the so-called *Yachtsman's Edition of the West Coast Pilot*. Two of the four oil rigs northwest of Conception are not reported either, nor is Cojo anchorage or Stillwater Cove mentioned. This book was \$25 wasted — there were other important omissions.

Seriously, Southern California needs help to rid themselves of the supertanker buoys. My God, you can't even dump a bucket of mud in the ocean up here without all hell breaking loose. Corporations should be made to light 'em and either use 'em or remove 'em. I have provided the Coast Guard separately with these views. Right now they are an accident just waiting to happen.

P.S. At least we weren't harassed by C.G. boardings this time out. We were gone 30 days, visited 20 harbors — no boardings!

"KC" Holm
Skipper, *Escape*
Danville

KC — That was no oil spill you sailed through, but the natural seepage of coal tar that's been coming up through cracks in the earth's surface for centuries. Way back when, the Indians used it to seal their ocean-going canoes. It's nasty stuff, too; we used to get it on our bodies while surfing there; we've had it stick all over the topsides of our boats, too. Ugghhhhhhh!

The unlighted mooring buoys are another matter entirely. For years we've been ranting and raving in these pages about what a terrible hazard they are. Why the Coast Guard doesn't require them to be lighted is beyond us because, as you say, they are accidents waiting to happen.

□ A WONDERFUL SAILING DESTINATION

Ni sa bula! Greetings from Fiji."

We find that many of your readers are now aware that yacht chartering is available in Fiji but generally do not know from where to obtain the relevant information.

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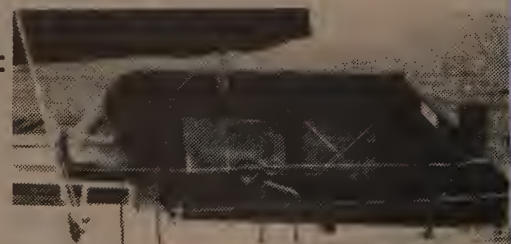
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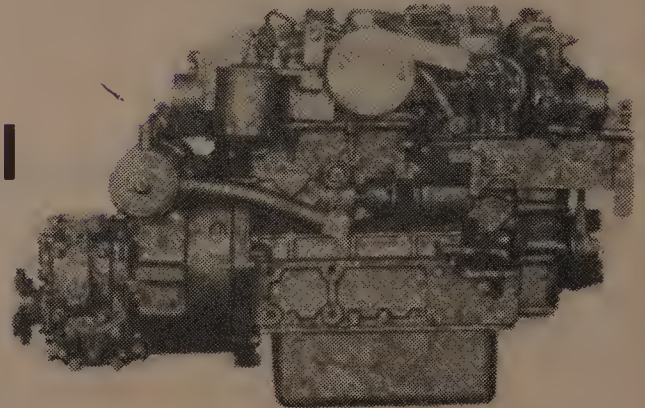
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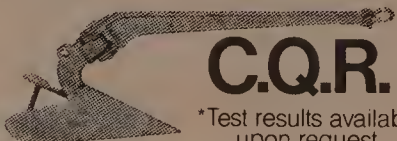
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LETTERS

both in Fiji and abroad, and to jointly promote Fiji as the wonderful sailing destination we know it to be. We have both sail and motor yachts on our small register, the majority of which are or can be equipped for Scuba diving. Yachts range from 10 to 27 metres. Fiji is numbered in the top five dive spots in the world.

Many yachtsmen initially are not happy with the Fiji restriction of no bareboat chartering. The reasons are twofold — safety, as Fiji waters abound with unmarked reefs where local knowledge is essential. It is also our way of protecting local customs so important to the indigenous Fijians and so often disregarded by transient cruising yachtsmen. A skipper enhances your charter.

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Dianne Bain
Secretary — Fiji Yacht Charter Association
P.O. Box 2313 Suva
Fiji Islands

Dianne — We've had repeated reports that Fiji is fabulous for sailing — and surfing. But perhaps the biggest concern the FYCA should have is not the prohibition of bareboating but the political situation.

Rabuka's Melanisan overthrow of the Indian-dominated government of Dr. Bavadra last May and his ousting last September of the civilian caretaker government were unsettling to say the least. And now in June of this year a 16-ton container of Soviet-made automatic rifles, land mines, mortars, and ammunition was seized in Sydney before it could be shipped to Fiji. Add to that a similar empty container found on Fiji and American sailors have a legitimate concern whether they'd find themselves chartering in the midst of a Melanisan/Indian race war.

❑ KIWI TIPS FOR ELIMINATING HEADACHES

We haven't been able to read *Latitude 38* very frequently because our seafaring adventures have been either 'Down Under', in the East, or the far north — until now.

So it was with pleasure we read your June and July editions upon our recent arrival in Sausalito. I was particularly amused by the June 'Heads or Pails' feature. We could relate to it, as three years into our circumnavigation heads are definitely out with us.

We, a farming family of five, departed New Zealand in June of 1985 aboard our 36-ft Sedlmeyer catamaran. It came complete with a conventional (well, sort of) head installed in the port hull. Because finances were somewhat strained near the completion of *Catalyst*, my father-in-law was always on the lookout for bargains on our behalf. I believe he found our toilet in the local dump or some equally dubious place. I've never seen one like it before or since, and it's never worked satisfactorily from the word go.

One needed the muscles of a weightlifter to pump it — which was all right for my husband who was used to milking cows and stuff. But it was somewhat under par for me and physically impossible for the children. I once impressed our doctor when he tested my right hand grip; but I didn't tell him the reason for its unnatural strength.

The antiquated affair had a long handle which bent in half with the strain of five people — plus numerous frustrated guests — pumping it. By the time we got to Japan, it was a weird looking apparatus held together with bits of wire. It was about then that we decided a bucket would be more comfortable than constipation, but we opted to continue using the head since the fastidious Japanese were watching our every move.

Enroute to Alaska, though, the bucket came into full use. The pump finally broke and the diaphragm disintegrated. Although it was

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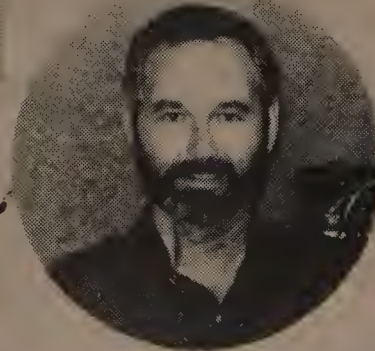
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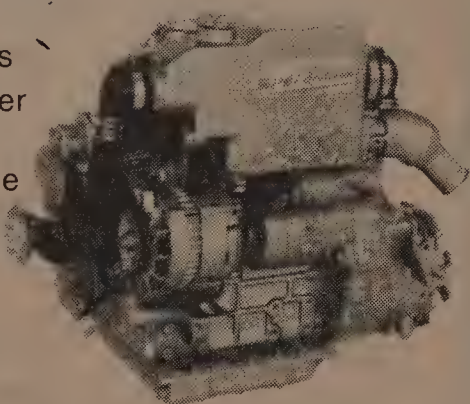
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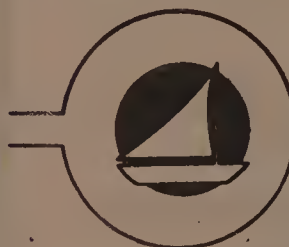
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LETTERS

summer, sailing in the 35° Bering Sea was anything but tropical. So while the air flow was excellent sitting on the bucket in the cockpit, it was anything but warm. Frankly, the three kids refused, point blank, to expose themselves like this and chose the privacy of the closed doors down below. Locked and bolted, in fact.

We spent a year in Alaska, living aboard in Valdez, which is at 61° N. By that time Dennis had decided he wouldn't sit in the cockpit in full view of town either. So he hinged the conventional toilet seat to the hull and supported the bucket beneath. This worked well until midwinter when everything inside the boat, including the seat, froze. It fairly took your breath away.

That January the boat harbor froze over with ice thick enough so an adult could stand on it. This new development meant we had to dig a hole in the ice each morning to empty the bucket. A bit like an Eskimo fishing. The contents of the bucket would disappear under the ice very nicely, however.

When given the chore of emptying the bucket, the boys would sometimes not do the job correctly. Instead of going to the trouble of digging the hole, they'd fling the shit all over the ice! Then there was nothing left for us to do but wait for the next snowfall to hide the evidence. By May we had shoveled 35 feet on top of it. Then too, the kids were writing home revealing to all and sundry, "You know it's cold when your farts freeze!"

The harbor bathrooms at Valdez had been installed with apparently no thought given to the inclement weather. The toilet seats in the concrete building were solid steel and thus a hazard to tender anatomical parts. Alaskans are tough, but not that tough. It became a matter of head or tails and soon the bathrooms had to be locked until spring.

We gave our head and all its spares the float test after the ice thawed, and continued on with our bucket. It's a nice white one with a half-inch flat rim to sit on, if required. Originally it contained detergent to wash the cow shed dairy with, and comes highly recommended. Every so often I fill it with seawater and bleach so boat smells aren't a problem as long as the one who dumps goes ahead and empties it smartly.

In closing, I want to thank you for some great reading. We'll look forward to future issues as we explore the Delta and California coast.

P.S. If any of you intend to cruise New Zealand, please make sure you visit us in our hometown of Whitianga. Yes, it's our own Mercury Bay Boating Club that is the challenger for the America's Cup. We'll try and reciprocate the fantastic hospitality we have received all over. You can even help milk our 150 cows if you want.

Dennis, Jenny, Joanna (14), Matthew (12), Hamish (9)

Folks — Another sailor who puts little stock in marine heads is Linda Newland, who skippered nine Club Nautique members aboard a C&C 41 in the recent Pacific Cup race to Hawaii. Knowing that there's no way that many novice sailors could make it to Hawaii without the head breaking, on a practice sail Rettie declared that everyone would have to pee and poop off the transom. The only reason the news didn't bring a mutiny is that Linda was able to quickly concoct a compromise. She describes it as follows:

"We had a unique way of dealing with the 'head' problem. We used lunch sacks rolled down around the top of a small bucket which fit into the head. With minimal training in aim and practice, each crew member mastered the job of filling the lunch sack and carrying the bucket to the rail to dump it. This method insured privacy as well as semi-comfort.

"The dreaded words 'bucket coming' were enough to have everyone scatter for the far reaches of the boat. We only had one 'mishap'; fortunately that was on deck."

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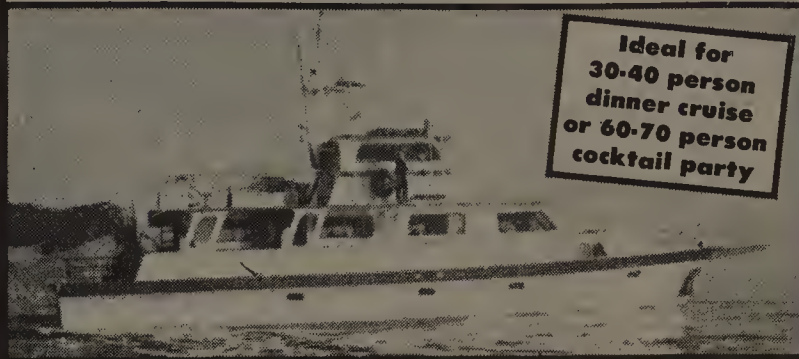
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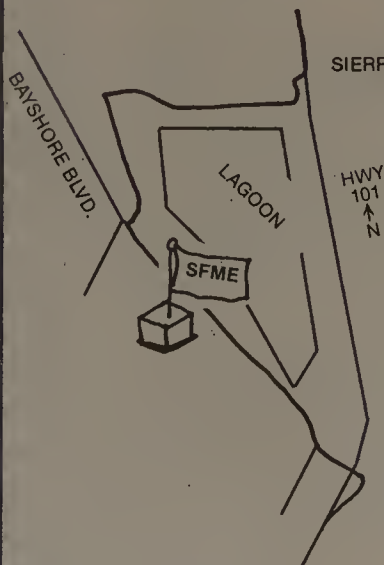
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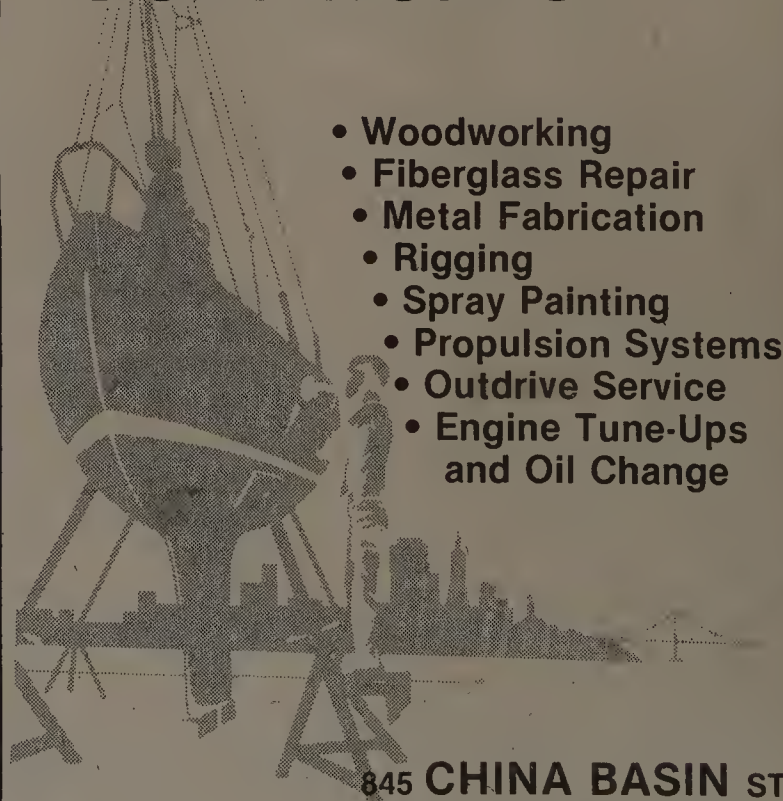
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LOOSE LIPS

Go fly a kite.

Just when you thought it had all been done: a guy by the name of Dan Eisaman, who's already crossed Lakes Michigan, Huron and Erie in an 8.5 foot inflatable dinghy towed by a kite, is now making noises about crossing the Atlantic in the same fashion. In the process, he intends to break his own record for the longest kite-powered sailing trip ever completed.

That's great, we hope he makes it. We'd like to meet Dan someday and, over a few beers, decide for ourselves if he's got an eggplant where his brain ought to be, or what? Mainly, we've been wondering lately — where do people come up with ideas like this??

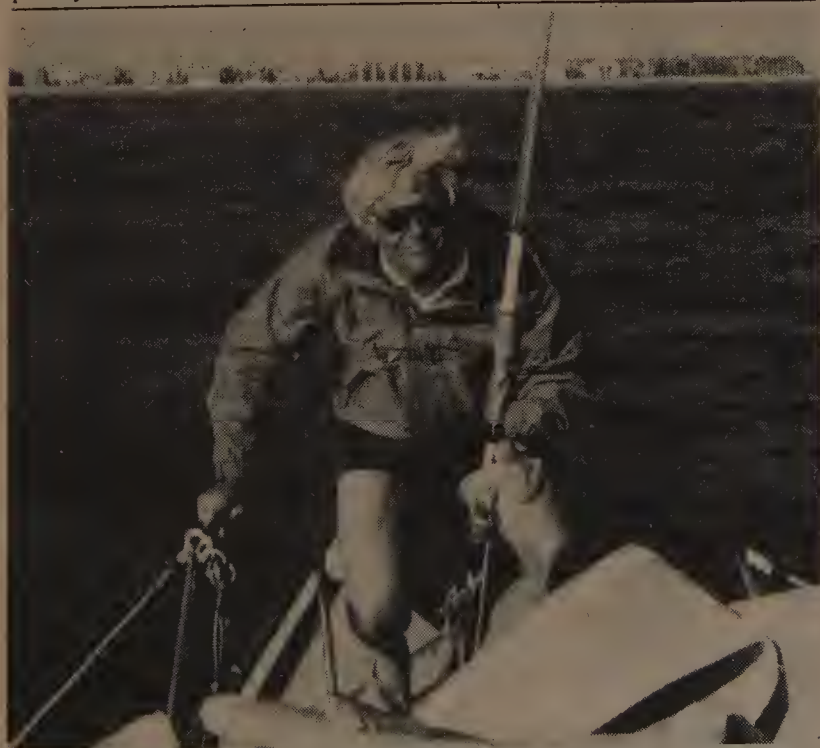
If not for the courage of the fearless crew.

The following gem was culled not from *The National Enquirer*, but from the *Chronicle*: it seems those on-again-off-again Hollywood love bunnies, Madonna and Sean Penn, attended a Fourth of July party in New York Harbor aboard artist Peter Max's chartered yacht. Lots of other brand-name entertainers were there, too. When the ship motored by the Statue of Liberty, the talented group — apparently stirred by the moment — spontaneously burst into "America the Beautiful".

Everyone, that is, except Madonna and her best friend, Sandra Bernhard, who refused to join in. They chose to sing the theme song to "Gilligan's Island" instead . . .

Job security.

The accompanying photograph represents a once-in-a-lifetime opportunity. It's about as rare as capturing a shot of Big Foot, Jackie Onassis and the Loch Ness monster sailing a Soling together — or so we're told by the crew of the Santa Cruz 70 *Mongoose*. Sure, it's not a great picture and it probably won't win a Pulitzer Prize, but even we could make it out to be none other than Tom Blackaller on the, gasp, pointy end of the boat.



Was he lost? Was he up there looking for a forward rudder? No, 'Blackie', as he's referred to in Brad Lewis' new 12-meter kiss-and-tell called *Confessions of a Grinder*, merely decided to give *Mongoose's* bow a try in practice before the recent Cal Cup. He apparently did a creditable job of jibing the spinnaker before



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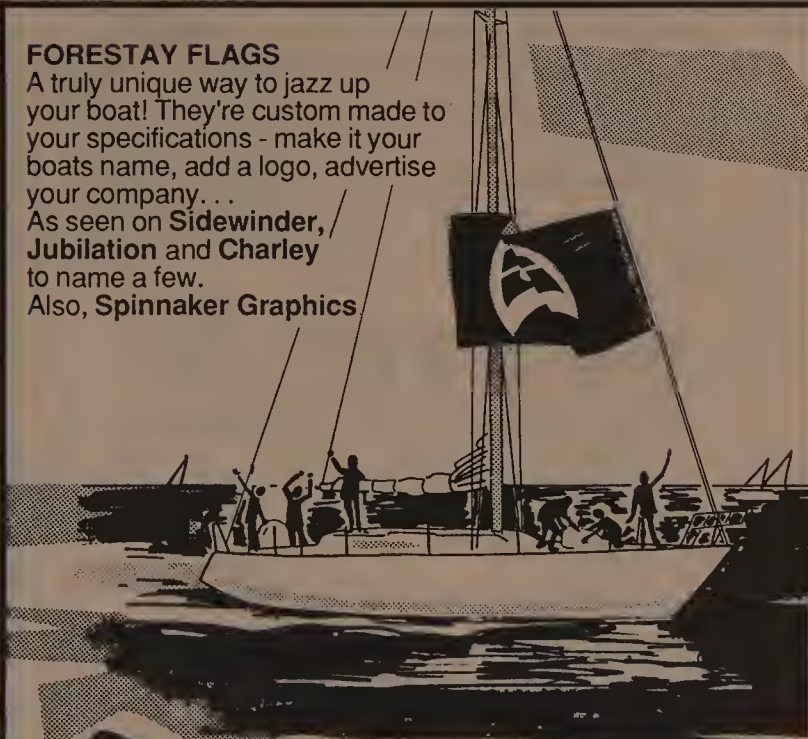
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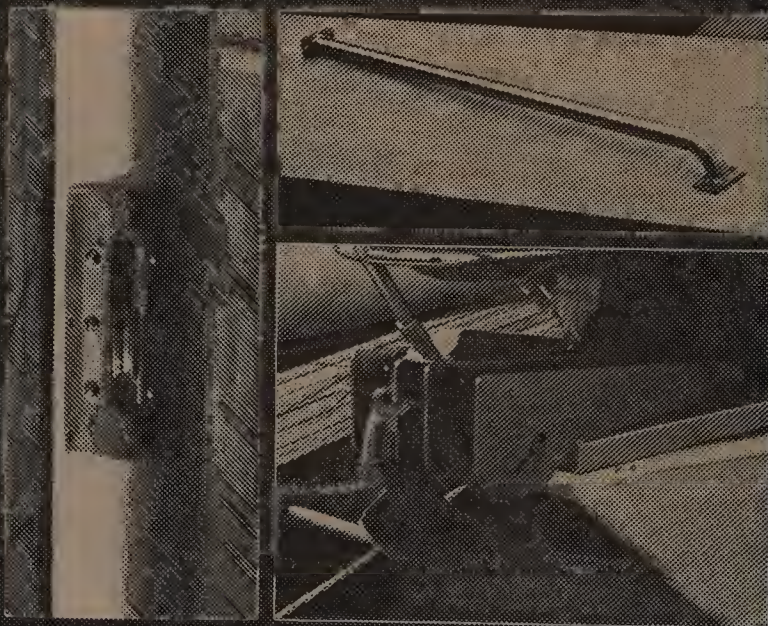
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LOOSE LIPS

retreating to his customary spot behind the wheel.

However, those rumors about Blackaller looking for a bow position for the Kenwood Cup — or that he just bought his own Lirakis seat harness — simply aren't true.

Some guys get all the luck.

Early in the summer, *Jet Services*, a 75-foot catamaran set a new TransAtlantic record of 7 days, 6 hours. That's a phenomenal average speed of 17.2 knots for the 3,000 mile course!

July 9, on the wings of that TransAtlantic record, Rudy Choy's 62-ft cat, *Gentry Aikane*, left Los Angeles in pursuit of the 65-ft catamaran *Double Bullet's* 7 day, 7 hours (12.7 knot average) TransPac record to Hawaii.

Last summer *Aikane* was denied the record by a structural breakdown. This year the big cat held together just fine but was denied the record by a breakdown in the wind. On a record pace the first few days out of Los Angeles, *Aikane's* shot at glory went out the window when mid-Pacific winds went light.

Aikane still covered the course in under eight days, faster than any monohull.

Choy says his boat will probably take another crack at the record next summer with his son Barry as skipper once again. They can only pray they'd get winds like Robby the delivery skipper got with the Nelson/Marek 45 *Insatiable* in late June. Shortly after leaving Newport Beach, the wind came up and Robby had to sail the IOR machine with just a storm jib and triple reefed main for three days. This was followed by a couple of days with a storm jib and a double reefed main. Sailing with just a delivery crew and never carrying a spinnaker, they made Hawaii in 11 days. The wind never dropped below 25 knots and was so strong the last 18 hours they sailed under main alone.

It's fun to think about how quickly *Aikane* might have made the passage with the same wind. Almost always able to sail at least as fast as the breeze, she might have been able to cover the 2,200 miles in as little as 4.5 days. Here's to hoping it blows like hell for the Choy's next summer!

Favorite ad of the month.

See if you can guess what the following ad copy is for:

"After you've been cruising companion to more sailors than you can remember, been handled and pawed by more captains and crews, laid out flat on chart tables, gotten the going over from one end to the other by seafarers from all over the world, and taught countless novices all kinds of tricks, you'd think your reputation might begin to tarnish."

Give up? It is for the *Yachtsman Guide to the Bahamas/Virgin Islands* and appeared in the May *Southern Boating* magazine. It gets our gold "L" award for creativity.

Golden Anniversary.

Bill and Sondra Vaughan's lovely 54-ft yawl *Evening Star* celebrated a race victory on July 17 in Alameda. Not your ordinary post-race bash, but more of an anniversary. Fifty years ago to the day, a one-year-old *Evening Star* won the Port Huron to Mackinac Island (both in Lake Huron) race. Designer John Alden was aboard for the race, reports a 1938 magazine article. It goes on to note, "The victory, which was a clean cut one, proved a great satisfaction to . . . everyone connected with the event, because the boat was not designed particularly for racing."



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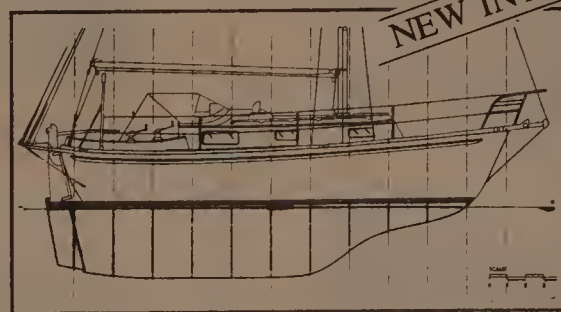
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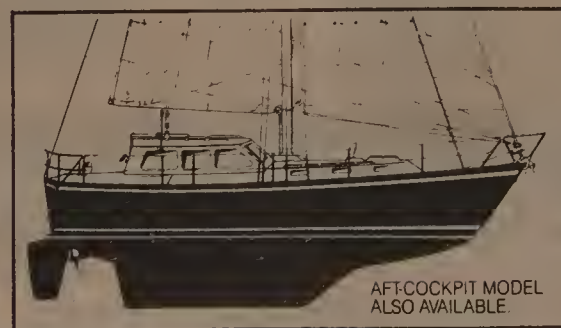
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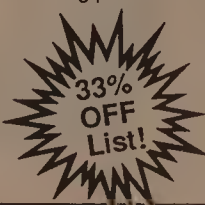
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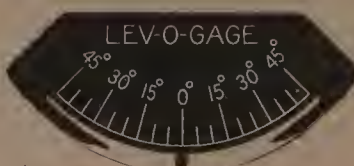
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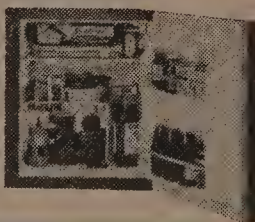


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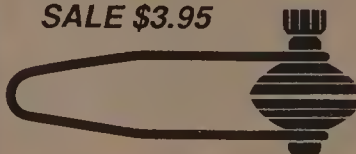
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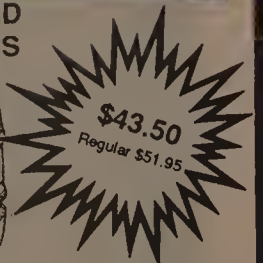
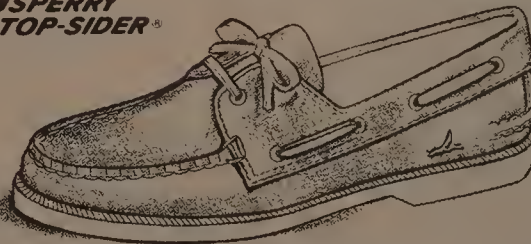
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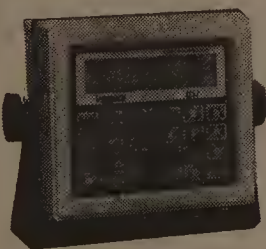
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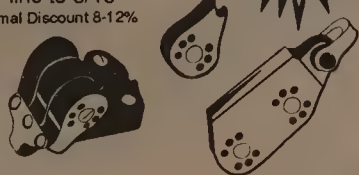
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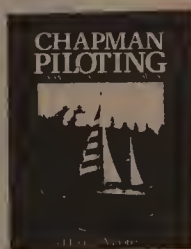
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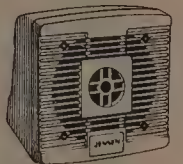
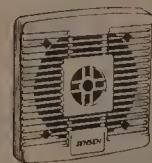


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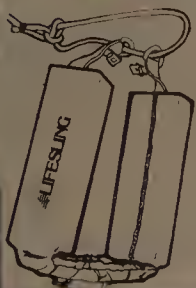
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SIGHTINGS.

as the cup turns

Here's the latest: Alexis is moving to Paris to be reunited with the son she gave up at birth; JR is playing hootchy-coo with Mussolini's granddaughter; and Crystal just found out her long-lost twin sister is coming to town . . .

Oops. Wrong soap opera.

The actual latest about the America's Cup is that there is no latest. At this writing, legal rumblings are in exactly the same state as they were last month, and the month before that: everybody is awaiting New York Supreme Court Judge Carmen Ciparick's ruling. In case anyone is still interested, that's the

cont'd on next sightings page

light at the end of the tunnel

There's good news on the horizon for the Coast Guard. If two bills that have already cleared their respective houses of Congress get signed into law, the Coasties will be getting a raise. That will mean, among other things, that the nine Search and Rescue (SAR) stations closed nationwide due to 1986 budget cuts will be reopened.

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NEWS FLASH!

We interrupt this issue to bring you the following update: Judge Carmen Ciparick of the New York State Supreme Court has ruled that the San Diego Stars & Stripes catamarans are legal. It was quite a blow to the Kiwis, because it means the knockout punch . . . er, "race" . . . now takes place as planned in September. (But don't hold your breath — there are bound to be appeals.) Since all this happened the literal last day of this issue, the dust has yet to settle on the details. We'll have more on Fay's last stand next month. Now back to our regularly scheduled programming

. . . .

as the cup turns — cont'd

one wherein New Zealand claimed that the San Diegans' catamaran was illegal.

By the time we told you all the speculation flying around about why Judge Ciparick has not yet made a decision (initial appeals were brought before her in February), nor even set a date for same, there would be five new rumors floating around. A favorite — unofficial, of course — theory is that part of the last decision she handed down were words to the effect of "Here's my decision. Don't come back. Settle the rest of this on the water."

Now that the matter is back in her lap, speculators speculate that she is purposely fudging "to teach them/us a lesson." Some adherents to the theory think she should be nominated for Sailor of the Year.

When the good judge finally does render a decision — which could come on or before July 29, when she goes on vacation — it will *momentarily* do one of two things for the contest. A ruling in favor of San Diego would mean that the racing should start as early as September. Sail America claims they'll start defending the Auld Mug on September 3. Michael Fay says the 19th. Fortunately, the actual date is part of Judge Ciparick's decision.

A ruling against San Diego would mean no racing until at least May of 1989. If Fay wins, that means San Diego would have to scrap the whole catamaran program and defend in a 90-ft waterline monohull — or forfeit the cup. It also means Fay would have time to build a new, improved "K" boat of his own. The possibility for other countries competing would also come into play.

We say "momentarily," because whatever the decision, the losing side will undoubtedly appeal, hire yet more lawyers and tie the matter up in the courts for several more months.

In the meantime, life in Camp Winnecuppa goes on as usual. Both syndicates are out on the water almost daily, tuning, practicing and improving. By August, *New Zealand* will be "in race configuration," says spokesman Graham Coleman. Since arriving here in May, the mammoth yacht has undergone the following design changes: new, smaller rudder; new, lighter mast; new boom; new main; and new, longer bowsprit, bringing the LOA to 132 feet, 9 more than original.

Sail America's cats and crews have been steadily improving, as well. A new, taller, lighter solid-wing mast is under construction for the hard-sail version of *Stars & Stripes* — nicknamed "W-1" for "wing," or "H-1" for "hard" depending on who you talk to. Though the soft-sail boat ("S-1") is easier to control, especially when docking — W-1 has clobbered the dock a few times — and slightly faster on a few points of sail, W-1 is almost certainly the boat that will defend the Cup if any racing ever happens. Other than the rigs, both cats are identical.

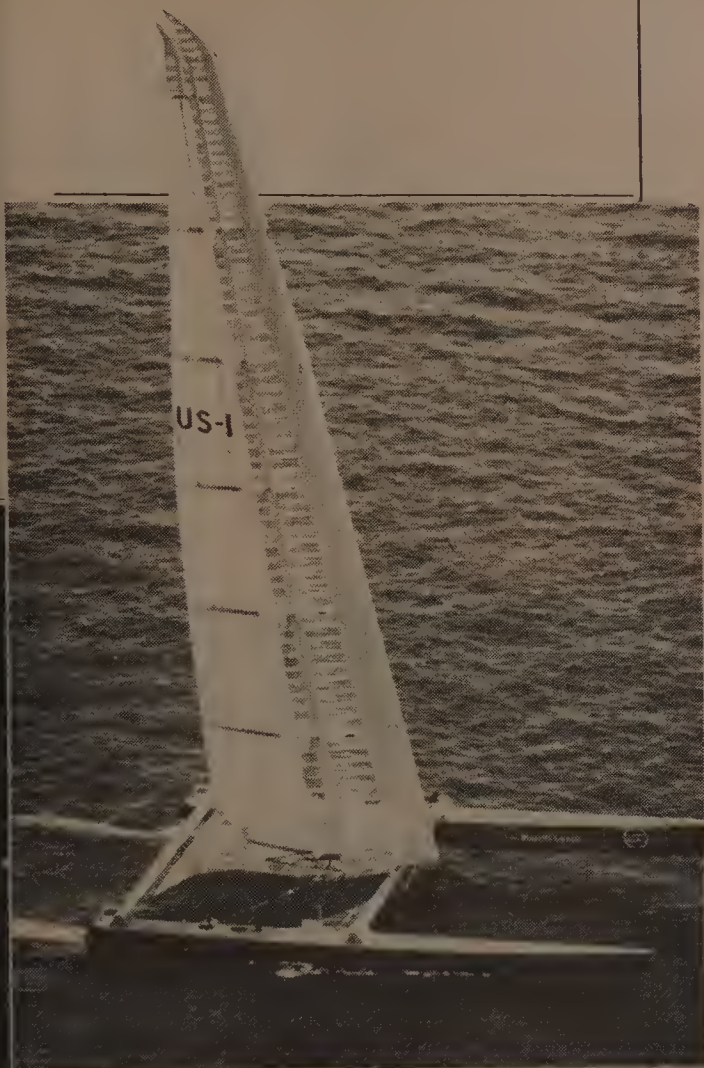
So, once again, the answers to the questions "Will they race? And if so, when?" will have to wait. Not that they matter that much, because the answer to "Who would win?" was answered as soon as San Diego's first catamaran hit the water. In the expected conditions — 8 to 10 knots — either cat will easily turn "the greatest racing yacht built in the last 50 years" into the world's biggest white elephant. Which of course is why Michael Fay is trying to get the cats declared illegal.

According to our spies, the only chance the big boat has is if the wind never blows more than 3 knots or less than 20. In the former conditions, the Kiwi boat's massive sail area and towering rig could well win the day. In the latter situation, it's doubtful the sensitive *Stars & Stripes* could stay upright long enough to complete the course.

But those are both unlikely eventualities, as unlikely as we're beginning to think an actual race will ever be. In one way, that would almost be preferable to a humiliating apples-vs.-oranges "contest" that wouldn't prove anything, except perhaps that San Diego had better lawyers.

The pisser of all this is that both the viper-quick blue *Stars & Stripes* cats, and the stately, magnificent *New Zealand* are fabulous boats in their own right — and in their own specialized areas of the sailing. To us, they should represent the future, not the nautical dog and pony show this America's Cup

cont'd on next sightings page



COURTESY SAIL AMERICA



COURTESY NEW ZEALAND CHALLENGE

as the cup turns — cont'd

seems destined to be.

At this point, whether this "race" ever happens or never happens, everybody loses, and the ghastliest spectre of all rears its ugly head: going back to racing for the America's Cup in 12-Meters.

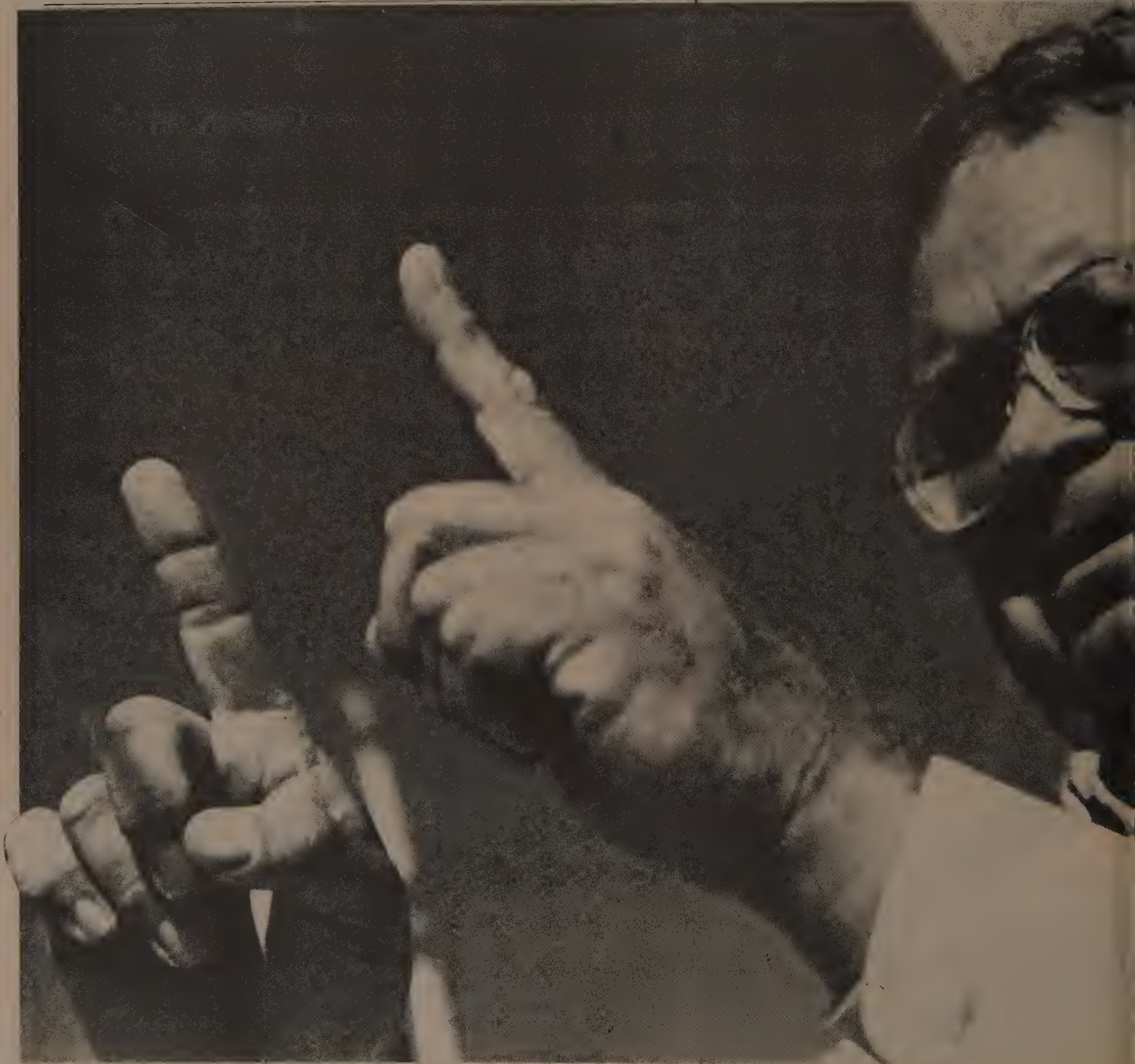
reviving the weathership

Back in the not too distant past, weatherships were stationed off the coast. Anchored for weeks or months, they radioed what the weather headed for the coast was doing, thereby playing a large part in forecasting. Later, when satellites and computer models started tracking the large weather patterns,

cont'd on next sightings page

light at the end

In fact, those reopenings are part of the language of both bills. The House bill, which passed by voice vote the first week of July, would award the Coast Guard \$1.9 billion for fiscal 1989. That's about \$200 million more than they got last year. Even in corrected dollars, that would more than offset the now infamous \$117 million 1986 budget cut. Plus, the bill specifically directs the Coasties to use about \$4 million to open those nine SAR stations. (Reopening the 40-odd other stations — buoy maintenance



— cont'd

facilities, etc. — would be up to the Coast Guard.) The two local SAR stations to be reopened would be Mare Island and Lake Tahoe.

The Senate Bill, which was co-sponsored by Senator Pete Wilson, passed the Senate about a week later. It is fundamentally similar to the House bill, except that it requests rather than requires the Coast Guard to reopen SAR stations. It also allots slightly more for the task, \$4.8 million.

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Weatherman Bob Haulman demonstrates redundant wind direction instruments: "Yup, the right one's drier."

LATITUDE/JOHN R

reviving the weathership — cont'd

weatherships played more of a confirmational role. Eventually, of course, the satellites and number crunchers made the weatherships obsolete. The last ones off this coast were "put out to pasture" about 15 years ago.

Bob Haulman, weatherman for KCBS radio (74 on your AM dial), revived the idea in a unique way a couple months ago. If you listen regularly to "The News Station," you'll know that Bob broadcasts the afternoon weather from the deck (well, cabin) of the "KCBS Weathership," his Hershine 37 *Shogun*.

"I think it's important if you're doing the weather to be out in it," says Bob, who also lives aboard the single-engine trawler. "People are always telling me I'm all wet — but when I literally am, I think it makes a difference."

Berthed at Ballena Bay, *Shogun* is ideally located for weather-watching in the Bay, says Bob. "You go 20 minutes out of here and you can see fog in the gap at San Bruno, you can see it coming in the Golden Gate. You can see the Peninsula, Marin, the East Bay, the City . . . It's just perfect."

Haulman would like to expand the boating aspect of the service. He already does marine forecasts twice on Fridays, and may expand to Saturdays in the near future. As well, *Shogun* (which may be renamed *Weather-ship* eventually) will cover activities like fleet week and the Big Boat Series from the Bay, as well as other waterborne news stories that arise.

Bob has also offered to do public announcements for groups running activities on the Bay, such as major regattas or parades. "I can't guarantee everyone that we'll get their event on the air, but if it's got widespread interest, I'll do my best." The forum would also work well for getting the word out to participants about cancelled events, such as May's Vallejo Race. The number to call is 765-4000 (Haulman also monitors Channel 16 on the Bay). At the same number, Haulman would also like some input on just what boaters would like to hear in regular reports — max tides? slack water? or whatever.

What was the worst weather this longtime forecaster remembers? "It was six or seven years ago when they closed the Golden Gate for three hours because of 70 mile an hour gusts. By the way, a lot of people incorrectly called those 'hurricane winds.' They may have been 'hurricane force' winds, but they were generated by a whole different type of winter storm system."

Though he's become a pretty proficient powerboater in the few months he's owned *Shogun*, Bob also sails when he can. His last long trip was three years ago when he helped deliver Lu Taylor's SC50 *Racy II* back from the TransPac. "Next time," he laughs, pointing west, "I want to go *that* way."

life beyond the pickle dish

Believe it or not, the invention of the television remote control has had much to do with the widespread and ever-growing corporate sponsorship of sporting events, including sailing. Seems people use that handy (advertisers might say "pesky") little device to turn off commercials. In the '80s, more and more companies have been forced to go elsewhere to get their names before the masses, and corporate sponsorship has come of age.

Curiously, sponsorship is hardly new, even to sailing. For years, we've had the OSTAR, the Observer (the *London Observer* newspaper) Singlehanded Trans Atlantic Race, this year renamed the CSTAR in honor of its new sponsor, Carlsberg Beer; the Whitbread (they make beer and ale) 'Round the World Race; the Pan American Clipper Cup (now the Kenwood Cup); and on and on. Closer to home, Audi Sobstad Race week has become a fixture in west coast sailing. And the west coast's own West Marine has sponsored or partially sponsored a myriad of events these past few years, most recently the West Marine Pacific Cup.

What is new is the number of companies actively seeking out regattas to sponsor. It's growing almost weekly, a trend we see having a major impact in sailboat racing in the coming decade.

That is not to say that everybody welcomes corporate sponsorship with open arms. Actually, the opposite seems to be the rule, especially with

cont'd on next sightings page

life beyond the pickle dish — cont'd

longtime "traditional" events. Those organizers often spurn the idea of sponsorship with undisguised disgust: "What? Ruin the dignity of our event with cheap hats and tacky banners? No way in hell! Of course, if you want to donate a hundred cases of beer . . ." That's where organizations like Eiger Communications come in. Their task is to match corporations eager to sponsor regattas with suitable venues.

"A lot of people don't realize that corporate sponsors don't want to 'run things,'" says Bill Shaw, Eiger's founder and president. "They don't come in and say 'Make these boats go here and you guys stand there.' It doesn't work that way. Most of the time, they just put up the money in return for having their name associated with a first class event. From there, the organizers can pretty much run things like they want."

But even those who feel sponsorship "taints" an event's credibility would be hard pressed not to have a good time at one.

"Look at it this way," says Shaw. "Since the sponsor is paying for everything, the entry fees will be nominal — \$1 to \$5 instead of \$30 or \$50. You'll have free beer waiting at the dock, and dinner at the club. You'll have better service, nicer T-shirts and better bands at the party." When necessary, the sponsor will hire a professional race manager. In the future, corporately sponsored regattas even hold the prospect of awarding valuable prizes — new sails, trips to Hawaii and new cars, for example.

The Volvo Regatta in May proved that the equation can work. This event not only drew boats from as far away as Connecticut, it provided participants with one of the best times they've had as racers, both on and off the course. And Volvo (the marine propulsion division — that's why we didn't see a bunch of new cars sitting around) didn't miss a trick. They even had Diane Beeston shoot the race and made her photos available to the media afterward.

The next major sponsored event in the Bay was to be the Ultimate Yacht Race. It was scheduled for last month, but at the last minute was postponed until at least March of 1989. Carlsberg, one of the sponsors, still wanted to host an event. That's when Eiger's Bill Shaw and Rick Schuldt approached the Vallejo YC. "The" Vallejo Race, you may recall, was postponed in May due to the oil spill in the Carquinez Strait. It was rescheduled for July 30-31. The result of those hurried negotiations: For the first time, this year, the event and the week preceding was known as Carlsberg Vallejo Race Week.

The week preceding the race, diners at Pier 39 (one of two "minor" sponsors; the other was KRON TV) filled out entry forms to win a lunch cruise aboard one of the Blue and Gold fleet's cruise boats. The 20 winning couples were ferried out to watch the start of the race in style. Why this angle? Part of the targeting strategy of corporate sponsors is getting people who are interested closer to the sport.

Of course, by the time most of you read this, the race itself is history. We'll cover it in the next issue. But if all goes as planned, though, Carlsberg will be back with a bigger and better Vallejo Race Week next year. In 1989, Carlsberg Sailing Week will kick off on Opening Day, run through the week with various events and the Vallejo Race will be the grand finale.

In case you haven't noticed, sailboat racing is in a major state of metamorphosis, and we're not at all sure what's going to emerge from the cocoon. But we're pretty sure that by the 1990s, corporate sponsorship of sailing regattas is going to be the rule rather than the exception. And it will include everything from the beer can series to the granddaddy of Bay racing tradition — the Big Boat Series.

That means we're also going to be seeing more logoed spinnakers, free beer and bigger prizes — and fewer pickle dishes, anemic fleets and half-hearted or cancelled events due to lack of bucks and/or interest. The bottom line is that we'll also see more people having a better time, and that can't help but be good for sailing.

an unsolicited plug

"More boats sink because of old rotten hoses or seacock failures due to
cont'd on next sightings page

light at the end

What happens now, according to Amy Piskura of Senator Wilson's Washington office, is that a conference committee of Senators and Congressmen will get together and compromise — in essence meld the two bills into one. That must then be cleared by both the House and Senate before being sent to the President for his signature. The deadline is October 1, which is the start of fiscal '89, but you know how good Congress is about meeting deadlines. Still, the bottom line is that these stations could be back on



— cont'd

line by next year, and that's good news by anyone's standards.

Interestingly, public outcry and independent studies seem to have been the main impetus for the congressional turnaround. For example, a Contra Costa Sheriffs Department report showed that their SAR workload had gone up 23 percent since the closing of the Mare Island Coast Guard Station.

Now if they could just work on a bill to abolish Zero Tolerance

an unsolicited plug — cont'd

electrolysis than any other cause." That quote, which seems right on the money to us, was lifted out of the latest *Newswave*, the Survival Technologies Group's interesting quarterly newsletter. Having soft wooden plugs onboard, such as the kind shown in the accompanying photo, could well save your boat, and maybe even your life someday. Offshore racing boats are required to have such plugs tethered to each seacock, and it only makes sense for cruisers to follow suit.

A 1.5 inch through-hull fitting that blows out will let in 31 gallons of water a minute; their .75 inch little brothers are good for eight gallons a minute. But what's really scary is the following: according to *Newswave*, a five inch hole two feet under a yacht's waterline will allow 430 gallons of water in a minute!

cont'd on next sightings page



LATITUDE/SARAH

plug — cont'd

And it gets worse — if the hole's eight inches wide, it'll admit 1,090 gallons. And if the same eight inch hole is four feet under the surface, the laws of physics dictate that 1,550 gallons will rush in. After that, it gets really ugly. If the hole was much bigger or deeper, you wouldn't have much time to do anything but inflate your liferaft.

Speaking of liferafts, *Newsweek* also regularly writes about those, too, as well as safety harnesses, EPIRB's, lifejackets, and a million other aspects of safety and survival at sea. It makes for interesting reading. If you're inclined to check out this relatively new publication, call 1-800-525-2747 for subscription information.

voyage to nowhere — part ii

Most sailors and admiralty legal beagles are under the impression that carrying passengers for hire on a foreign-built hull is a violation of United States' coastwise laws.

It's not.

Read what B. James Fritz has to say:

"The (foreign-built) vessel could be used to transport passengers from a point in the United States to the high seas beyond territorial waters and back to the same point, assuming that the vessel touched at no other coastwise point during the transportation and was not engaged in charter fishing."

Who is B. James Fritz? As Chief of the Carrier Rulings Branch of the United States Customs Service, which is part of the Department of Treasury, Fritz is *the* guy whose opinion really counts.

The basis for the legality of the 'Voyage to Nowhere' charters is Customs Service Decision 79-415. We'll have more details on this interesting bit of law in the next issue.

projects

Three different boating-oriented proposals are in the news these days. One has already been shot down; one is so new it squeaks; and the other — about the Berkeley Pier *again* — deserves a place in the Guinness Book of World Records. That damn Pier has easily generated more proposals than any other structure in history.

Berkeley Pier — Requests from various groups for the removal of the outer portion of the Berkeley Pier have become the area equivalent of the little boy who cried "Wolf!" They keep coming out periodically but we're not sure anybody pays much attention. The latest, a report recently released by the PICYA Committee, once again points out — quite rightly, we might add — what a hazard and an eyesore the derelict portion of the Pier has become, and how people could get really hurt if they hit the rotten pilings above or below the surface. In addition to physical harm, "The potential damages arising from a tour boat or recreational boat colliding with unseen portions of the pier would prove financially catastrophic to the self-insured City of Berkeley," says the proposal. Maybe. But in our opinion, that's the only way anybody is ever going to do anything about it.

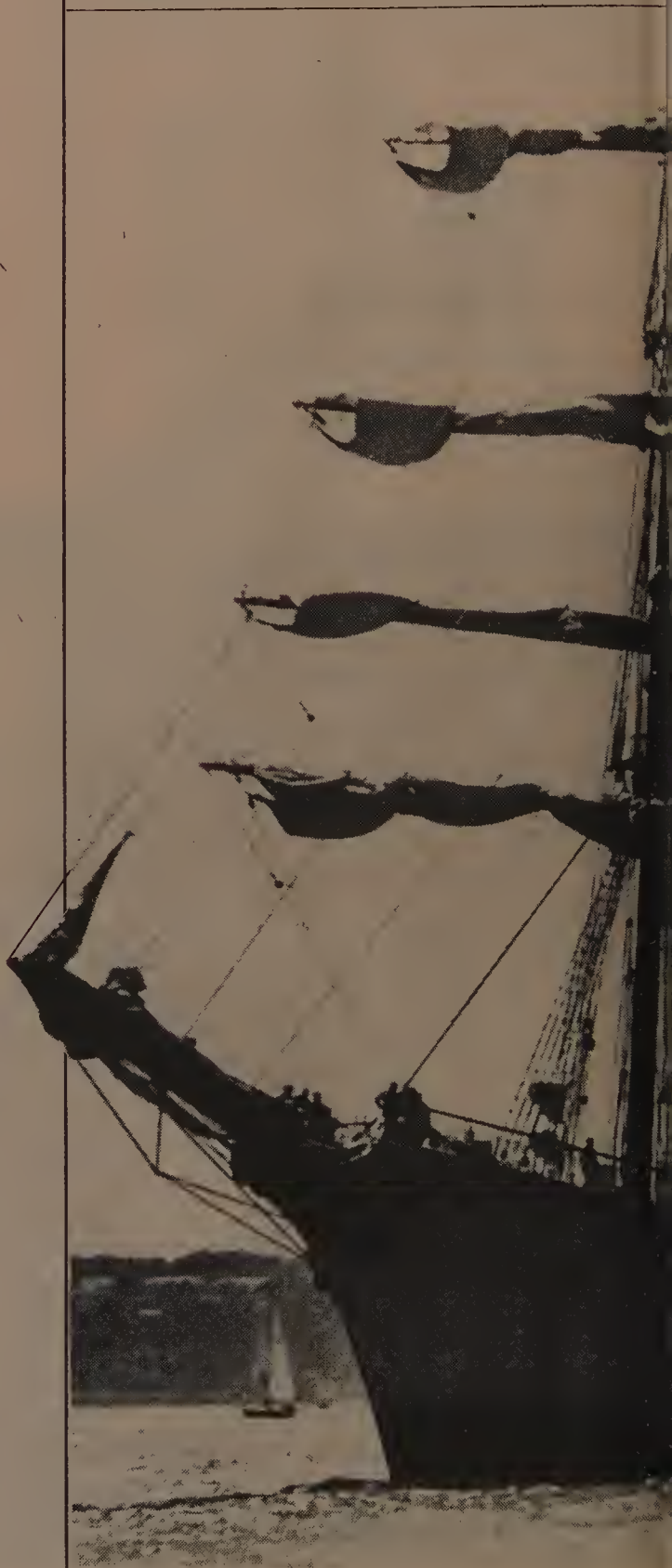
San Francisco International Yachting Center — Mayor Art "the Terminator" Agnos nixed the plans for this one in May. The \$40 million project was planned (and okayed by the Port Commission) for the now condemned Pier 24/26 area. Though the complex would have included restaurants, retail shops and office space, its main focus would have been as a public showplace and complete facility for visiting race boats. In other words, it would address the one glaring shortcoming of San Francisco Bay as a premier sailing venue for the top echelon race boats of the world. Maybe in the East Bay, next to the *Missouri* . . .

UC Aquatic Center — UC Berkeley's Department of Recreational Sports has proposed a \$5 million Aquatic Center for the north basin of Berkeley Marina. This facility would be "a prominent and central facility providing water-safety instruction, science and environmental education and recreation for all age groups and skill levels." Boating-only programs would include boardsailing, sailing for the disabled, equipment rental, Olympic training and

cont'd on next sightings page

all the bells

The largest sail training ship in the world, the three-masted Argentinian frigate *Libertad*, paid the Bay a visit between July 18-24. The massive vessel passed under the Bridge on the afternoon of Sunday the 17th, and then spent a week at Pier 45 while her 320 man crew (20 officers, 100 midshipmen and 200 enlisted men) travelled about the Bay Area. Her young crew (average age of 22) were treated to tours of the Stanford and Berkeley campuses, the Hewlett-Packard



and whistles

headquarters down in Silicon Valley, and of course the usual San Francisco delights.

In turn, the public was invited to tour the 26-year-old *Libertad*. Take it from us — it was *huge*. Her steel hull is 310 feet long, 45 feet wide, and draws 22 feet. The highest of her three steel masts, her center one, is 180 feet off the water. She can set 27 sails at once and displaces a mind-boggling 3,765 tons (twice as many as the United States'

cont'd center of next sightings page



JOHN ARNDT

projects — cont'd

various boating programs of the University.

The center would be based on the highly successful Mission Bay Aquatic Center in San Diego, but would differ from that facility, and a similar though smaller one now being built by Stanford at Redwood Shores, in that it would be open to the general public as well as college students, staff and faculty. (Facilities of the other two are only available to college people.) Estimates of 20,000 to 25,000 people a year using the facility would indeed give it the potential of being "the most comprehensive community aquatic center in the country."

At this juncture, the University has okayed a 6-month feasibility study and support has already started to come in from local government, youth programs and the general public. If the University okayes the study, due in January, the next step is to organize backers. Joint funding for the project is expected from just about everywhere — the University, the city, the state, the county, corporate sponsorship and so on. Once the money is lined up, the project can get started. Optimistically, that could be as early as fall, 1989. Remember, you read it here first.

most dangerous profession

Quick, what is the nation's most dangerous profession? Mining? Not even close, though it's in second place. The most dangerous industry is commercial fishing: 250 boats lost every year off our coasts, and an average of 75 people go down with them. That makes fishing *twice* as lethal as mining.

These statistics horrified Peggy and Robert Barry, and made all the worse the loss of their son, Peter. You may remember the story from three years ago. Peter, a 20-year-old Yale student, wanted to add a little adventure to the summer of '85, so he went to Alaska to work on a fishing boat. Five days after he signed on the tired old *Western Sea*, his body was found floating off Kodiak Island. The body of the captain was recovered two days later. Since there was no distress call, no one even knows where the *Western Sea* went down.

Sometimes it takes tragedy to change the system. Since their son's untimely death, the Barrys have worked tirelessly to get some order into commercial fishing, the last bastion of unregulated business in the country. Now, largely due to their efforts, two bills are before Congress that would require fishing boats to meet certain regulations and have specific safety gear on board: EPIRB, liferaft or lifeboats, and survival suits. The House bill has already been approved and sent to the Senate. The Senate's own bill is still under study.

olympic sailing team

Californians swept six of the eight classes in the Olympic sailing trials held July 5 to 16. Ironically — because Pusan, Korea is expected to be generous in the breeze department — this year's U.S. Olympic sailing team was decided in primarily light air at all three venues: Newport, R.I., Marblehead, Mass., and San Diego.

The only Northern Californian to — predictably — top his class was John Kostecki in Solings. With crew Bob Billingham and Will Baylis, John did it like he has for most of the last few years: He sewed up the series well before the end and sat out the last race. In our estimation, having Kostecki on the team assures the U.S. of at least one gold medal. And it seems possible, judging by the performances of other winners, that this year's team could well top the three gold and four silver medals won by the 1984 sailing team.

The rest of the California contingent were from the lower half of the state. Of the Northern Californians featured in our Olympic preview article last month, only Kostecki fared as well as we thought he would — though high credit goes to all our local contenders for making it as far as the trials. Pt. Richmond's Craig Healy finished sixth in Solings, as did Bruce Edwards of Scotts Valley in Flying Dutchmans. Other NorCal sailors we previewed swept

cont'd on next sightings page

olympic sailing team — cont'd

most of the fourth place spots: Pam Poletti of Ross, crewing for Sue Blackman in the womens' 470; Santa Rosa's Paul Bussard and Milton Close in Tornados; Ted Huang of Los Altos in Sailboards; and Paul Cayard (of San Diego officially, but a Bay Area native) in Stars.

The most disappointing performance — for them, anyway — had to have been Brady and Bryant Sih's in the mens' 470s. The young Novato brothers (Brady's 18, Bryant's 21) could only manage a 10th in the series. But they gained valuable experience against world-class competition that will stand them in good stead in 1992.

On the other end of the scale, a special "Well done" goes to John Shadden and Charlie McKee of Long Beach who annihilated the competition in 470s with the most impressive record of any of the eight classes. They bulletted six of their seven counting races, and got second on the seventh. In the Olympic scoring system — finishes better than sixth are given increased credit — Shadden and McKee earned a grand total of three points. The second place Finn finishers had 35.4 points.

We haven't forgotten Tiburon's Russ Silvestri. On the comeback trail after a messy legal battle eliminated him from the 1984 team, Russ went into the trials as one of the favorites in the Finn class. Though he took a disappointing fourth in very tough competition at Marblehead, he was picked as a team alternate, so he will be going to Pusan.

Here are the members of the 1988 U.S. Olympic Sailing Team, where they raced, and their total point scores. Skippers are listed first. Congratulations to them all.

470 WOMEN (Newport) — **Allison Jolly** (Valencia, CA) and **Lynne Jewell** (Newport, RI); 17.7. (14 boats; 8 races/1 throwout)

470 MEN (Newport) — **John Shadden** (Long Beach, CA) and **Charlie McKee** (Long Beach, CA); 3 pts. (25 boats; 8 races/1 throwout).

TORNADO (Newport) — **Pete Melvin** (Long Beach, CA) and **Pat Muglia** (San Diego, CA); 3.6 pts. (25 boats; 7 races/1 throwout)

FLYING DUTCHMAN (Newport) — **Paul Foerster** (Corpus Christi, TX) and **Andrew Goldman** (Greenwich, CT); 18.7 pts. (10 boats, 7 races/1 throwout)

DIVISION II SAILBOARD (Newport) — **Mike Gebhardt** (Ft. Walton Beach, FL); 27 pts. (45 boats; 7 races/1 throwout)

FINN (Marblehead) — **Brian Ledbetter** (San Diego); 14.4 pts. (42 boats; 8 races/1 throwout)

SOLING (San Diego) — **John Kostecki** (Alameda), **Bob Billingham** (Greenbrae) and **Will Baylis** (Carmel); 25.8 pts. (22 boats; 10 races/1 throwout)

STAR (San Diego) — **Mark Reynolds** (San Diego) and **Hai Haenel** (Hollywood, CA); 46.8 pts. (29 boats; 10 races/1 throwout)

things that float you

No, it's not a Double Jeopardy category. We just weren't sure you'd know what the heck we were talking about if we said "Near-Shore Bouyant vest" or "Type V Hybrid Device." Those are but two of the Coast Guard's new designations for what we've come to know and love/hate as PFDs — personal flotation devices.

The new names are intended to offer consumers of PFDs more definitive information about what to expect of each jacket, including advantages and disadvantages. The information will be available soon in a colorful Coast Guard pamphlet available free at marine outlets. Here's a quick look at Types I through V PFDs.

Type I — Now called the "Off-Shore Life Jacket," this is the bulky "Mae West" type kapok jacket. It is still the best for floating you, but is uncomfortable to stow and wear.

Type II — The "Near-Shore Bouyant Vest" is the three-section, blocky orange thing almost all of us have stowed aboard and never used.

Type III — The "Flotation Aid" type PFDs are the most commonly worn in recreational boating. They include both the compact and comfortable Type III vests and float coats. Their disadvantage is that they don't float you high, nor always face-up.

Type IV — "Throwable Devices" are life rings and floating cushions.

cont'd on next sightings page

all the bells and

training vessel, the 295-foot *Eagle*). But don't let the heavy metal image fool you — this baby will get up and boogie. The *Liber-tad*'s top speed is 18 knots, and her 1966 record for the fastest crossing of the North Atlantic under sail (8 days, 12 hours from Cape Race, Canada, to Liverpool) still stands.

The Buenos Aires based training vessel most recently was in Monterey, where she spent a few days relaxing after arriving from Acapulco. Lt. Joe Murphy, a public relations



whistles — cont'd

officer with our Navy, got to go along for the quick ride up the coast, and he fairly bubbled over with enthusiasm about the opportunity. "When I was a kid, I used to make little wooden boats that looked like this. Who would have ever thought I'd actually get to sail on one?" he said. What impressed Murphy the most, other than the sheer size of everything, was the system of communication used to operate the gigantic craft.

"The chief bosun would signal his desires
cont'd center of next sightings page

things that float you — cont'd

Type V — This has become the catchall category for flotation devices that don't fit anywhere else. Included in "Special Use Devices" and "Type V Hybrid Device" (both are type V) are the new — and promising looking — inflatable coats and vests.

Incidentally, for a terrific report on Type III vests, pick up a July issue of *Consumer Reports* if you can still find one. In addition to the highly entertaining crucifixion of the Suzuki Samurai, this issue of *CM* uncovers some surprising, and potentially dangerous, quirks about Type III vests and the "tests" they must pass. We don't have space to regurgitate the whole thing, but we'll tell you the three top-rating vests were the America's Cup 100W, the Mustang MV3114 and the Omega Pullover PV-50. The article is well worth your time if you're interested in the best Type IIIs.

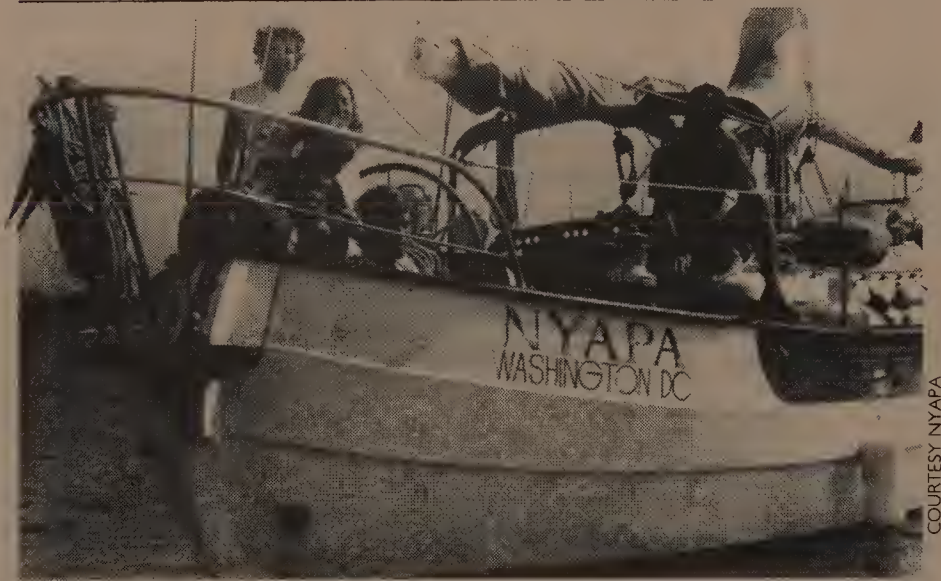


LATITUDE/JOHN R.

SIGHTINGS

welcome home

Peter Jackson, a 46-year-old jewelery maker, has lived south of the border, most recently in Puerto Vallarta, with his family on their Hans Christian 38 *Nyapa* for the last ten years. Recently, they returned to the States for the first time in several years. A U.S. citizen who was raised in England, the soft-spoken Jackson and his family are what you might call citizens of the world: his three sons, ages 15, 11, and 3 were born in Denmark, Ecuador and the Amazon respectively. He was returning to the States to try to trade up to a larger boat — the family having outgrown their current home — and because his wife, Carol, originally from Los Angeles, needed a bit of medical care.



The 'Nyapa' seizure: "A complete waste of time and money."

They pulled into the customs dock in San Diego on the morning of July 5th, just as returning yachts are required to do. Then, the nightmare started. The following is Jackson's account, quite abbreviated, of what happened next.

"In a nutshell, they detained us at the dock for ten hours and then just took our boat away and put us out on the street. They claim they found drug residue in a seashell that was part of our collection," said Jackson, who claims his boat was clean and that, for that matter, he'd barely heard of Zero Tolerance while in Mexico. He stood by in disbelief as several rounds of customs agents, complete with drug-sniffing dogs, went through every inch of his boat.

"At first they wouldn't even tell me why my boat was being seized," said an angry Jackson, "They just told us to get our stuff together and get off. How do you unload ten years of your life into a few backpacks and bags?" Apparently, they wouldn't even allow him to call a lawyer, but for some reason, right as things were really hitting the ditch ("They kept saying, 'I'm just doing my job'. It was like Germany in the '30's."), a more reasonable customs agent came on the scene, and started to try to return the Jackson's boat to them.

After two-and-a-half days of the red-tape runaround, the boat was finally returned, with no explanations or apologies. Jackson, already rightfully steamed about having to stay in a motel for that time, couldn't believe what happened next: to get his boat back, he had to pay a boatyard — which shall remain unnamed — \$640 for towing his boat from the customs dock and storing it. "The boat was a mess — my cat, which we left on the boat, was gone, my windsurfer mast was gone, and who knows what else," claimed Jackson, who likened the "repo men" to volunteer SS troops.

"I demanded an itemized receipt, so I could know what I was supposedly paying for, and the owner of the yard threatened me and then called the police on me," said Jackson, "They were incredibly nasty people." To make a long story short, Jackson paid and left San Diego, somewhere over a thou-

cont'd on next sightings page

all the bells and

via bosun's pipe to each of three bosun's mates, one at each mast," explained Murphy. "They, in turn, would use their pipes to signal up their mast what the sailors in each yard were to do with the sails. It's like a phone system where you dial an area code, followed by a prefix, and then actual numbers. I think there are 30 or 40 tones the sailors need to listen for, all of which evoke

day on

The Fifth Annual "Day on Monterey Bay" Regatta and swap meet is on for mid-August, and if you like boats and boating, it's a don't miss event.

Kicking off the event on August 14 is the "Nautical Stuff Only Flea Market and Swap Meet" at Harbor Marine (495 Lake Avenue) in Santa Cruz Harbor. The swap meet goes from 8 in the morning until 2, and features — in addition to everything you'll ever want or need for your boat — live music, hot food and cold drinks.

A week later, get on your seaboots, cause

what do

Assemblyman Pat Nolan of Glendale was aboard the *City of San Francisco* on the Bay for a Governor Deukmejian \$300 a head fund-raiser last month when he learned his wife had gone into labor. According to *Chronicle* columnist Herb Caen, "a hastily summoned Coast Guard cutter" appeared to whisk him to shore.

We're all for husbands being with their wives during the birth of children, but since when does an assemblyman rate such regal service from a branch of government that

shell

According to our expert, Derek "Wildcat" Crude, oil and boats don't mix. He was on hand to assess the April oil spill in Carquinez Straight, and to give us some perspective on how it affected the boating community there. Wildcat gave us a perspective all right. Unfortunately, it is unprintable in a fine family publication such as this. (Wildcat's language, cultivated for years on oil rigs, is quite colorful.) Once censored for prime time by our team of Nebraska school marms, his analysis goes something like this.

Oil ruins bottom paint. It chemically neutralizes the toxicity. Plus, crude oil royally f---s up topsides. (Sorry, in this case, no

whistles — cont'd

various Pavlovian responses. There's hardly any talking on board."

Next stop on the *Libertad's* 1988 world tour is Honolulu. Sadly, the otherwise gracious Argentinians forgot to invite Lt. Murphy — as well as us — on the downwind ride. How much fun could you have without spinnakers anyway?

monterey bay

here comes the "Day on Monterey Bay" Regatta on August 21. Last year, more than 100 boats participated, and more than 850 hungry sailors decimated the steak dinner that followed. As in past years, a race-ready Moore 24, complete with trailer, will be raffled off at the dinner.

The \$35 entry fee per boat, and \$15 per person per dinner fees all go to a good cause — the United Way of Santa Cruz County. Santa Cruz YC co-sponsors. For more information, call (408) 688-2082.

you think

has had to terminate life-saving services to the general citizenry because of budget cuts?

Do you think the Coast Guard would have come running out to get you if your wife had gone into labor?

Do you think Nolan could have waited the extra couple of minutes it would have taken for the *City of San Francisco* itself to reach shore?

Do you think the Coast Guard is getting its priorities screwed up?

shells out

other word works.) In case you don't remember, 180,000 gallons of San Juan crude spread from Porta Costa to Ryer Island — about 10 miles — in what oil guys like Wildcat call a "number three sheen," the worst type.

Anyway, as we reported last month, Shell Oil, the "spiller," promised to pay the "spillees" reparations for damage to hulls and bottom paint. As you read this, about 400 boats have been identified by marine surveyors as needing haulouts and new bottoms. Most are from the Martinez Marina, which was closest to the spill. True to their

cont'd center of next sightings page

welcome home — cont'd

sand dollars poorer for what he describes as a "terrifying" invasion of his family's privacy. "My three-year-old son, Gareth, still wakes up every morning and asks, 'Pop, are those guys going to take away our boat today?'"

He was heading up to Ventura, looking forward to getting his business done quickly and then getting back to Mexico and points south. "I hope I never see San Diego again," said Jackson.

Customs agents in San Diego claim they found "residue and paraphernalia" on Jackson's boat, though they declined to be more specific. They say they impounded the boat while deciding what to do next, but released it when they determined there wasn't "sufficient evidence to press charges."

"What a complete waste of their time and my money," said a still angry Jackson.

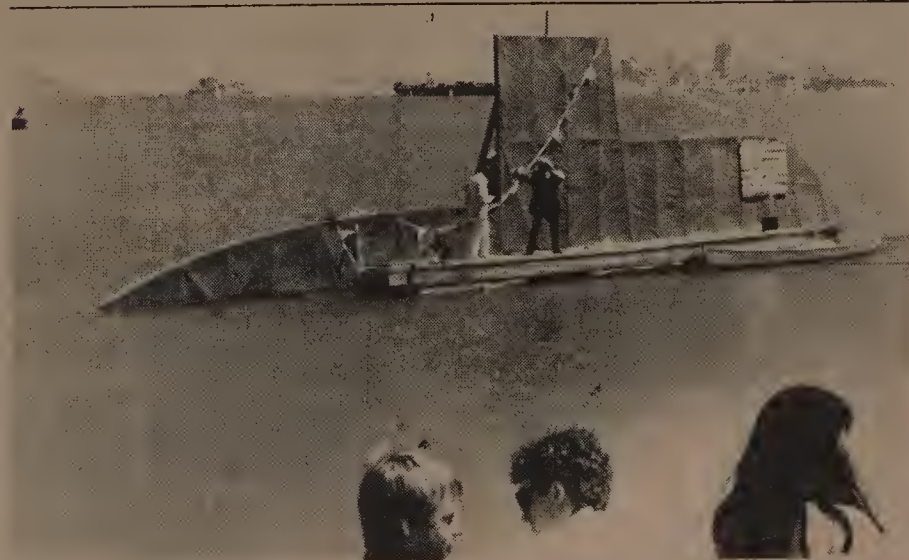
peace navy

We've all seen them, the mini flotillas of boats decorated with peace signs and banners proclaiming "No Nukes." The boats of San Francisco's Peace Navy are especially visible during the fleet week festivities, where their presence is a symbolic (and occasionally literal) wrench in the gears of the military chest pounding. Until we saw the political satire on nuclear power on the submarine mockup shown here, we have to admit we really didn't know much else about the Peace Navy.

But not much of importance escapes them. Formed in 1983, the Peace Navy now boasts 125 members, and at least that many vessels. The people range in age from 10 to 82; and in profession from carpenter to architect; from yacht broker to clinical psychologist. The boats range in size from kayaks to the organization's flagship, the 50-ft *Saturna*.

The Peace Navy's "Disarming Skit," which took place on Memorial Day off the promenade in Sausalito, is only part of what the group is all about. They started in '83 supporting those who were trying to ban arms shipments through Port Chicago. These days, they may be involved in supporting anti-apartheid demonstrations; backing up union struggles; or opposing offshore drilling with their fleet. They often coordinate events in and out of the area with similar groups, such as Greenpeace.

The two biggest events of the year for the Peace Navy are the aforementioned fleet week, in October, and the Disarm the Seas Week, a worldwide week of protests and demonstrations aimed at keeping the oceans free and unspoiled. The "Disarming Skit" was part of the latter.



LATITUDE/RICHARD

The Peace Navy's 'Disarming Skit'.

In case you missed it, the skit depicts the Peace Navy's continuing concern that the vast increases in nuclear arms at sea will multiply the potential dangers. They maintain that even a "simple" fire involving a nuclear warhead containing plutonium would result in a panoply of events including many

cont'd on next sightings page

peace navy — cont'd

deaths, severe illnesses and contamination on a vast scale that would continue for generations.

The skit was an effort to alert people to the danger and to inform them, via a leaflet handed out, that there will be no plans to deal with such an event because the existence of a plan would be a tacit admission by the Navy that its ships have nuclear weapons.

The Peace Navy's view is that this refusal "to confirm or deny" the presence of nuclear material aboard its vessels is irresponsible of the Navy and the consequences of such policy potentially disastrous.

Its opposition to the stationing of the *Missouri* and 16 additional warships in the Bay also reflects that concern, as well as another: that the militarization of the Bay will lead to "projection of Naval power," the gunboat diplomacy that the Peace Navy opposes, even though it doesn't oppose the peacetime activities of the Navy.

That the Peace Navy has been gaining momentum is evident in both their number, and in fledgling "flotillas" springing up in Monterey, San Diego and even New York City. They've also gained a certain share of notoriety. In 1985, members Bob Heifitz and Tom Caufield were part of a religious pacifist group, Witness for Peace, that went to Nicaragua to help form a demilitarized zone between that country and Costa Rica. You may remember the headlines: they were captured by the Contras and held for about a day-and-a-half.

Two boats from the Bay will sail back to Nicaragua starting in November, to bring food and clothing to the victims of that war-torn country as a gesture of "citizen diplomacy." If you're interested in donating, or interested in any facet of this unique and dedicated group of boaters, you can call Bob Heifitz at 398-1201.

clear as mud

The problem is mud, or if you like, "siltation." That's what the experts call the stuff that builds up on the bottoms of our bays and harbors, necessitating dredging every two or three years. Since there is more siltation these days, that means more dredging, which means more money from boaters. (The Corps of Engineers keep the main ship channels dredged from taxpayer money; private marinas must pay for dredging themselves.) Since organized groups like fishermen and environmentalists are fighting the dumping of dredgitorious — our word, but doesn't it sound great? — off Alcatraz, that means even more money to tow it out to sea for dumping. That jump could be from the current \$3 a cubic foot to \$5 a cubic foot.

If all this is as clear as, well, siltation, a little background: 90 percent of the siltation in this and any other harbor in the country comes from runoff. Our Bay is still receiving large amounts of mud from the heavy storms of February 1986. Paradoxically, perhaps, 60 percent of the fresh water that used to come into the Bay has been diverted to other uses such as irrigation. It may sound like less runoff means less sediment, but in actual fact, it means less natural flushing of the Bay, and the resultant depositing of even more siltation. At least that's one theory.

The question recreational boaters face, at least the one that stood out at a seminar in mid-May, is whether boaters are totally responsible for the removal and ocean dumping of this stuff. Many think they shouldn't be, citing the fact that it is very likely someone else's fault that there is more siltation than ever these days. Besides, they argue, the millions paid in fuel taxes every year ought to be more than enough to pay for dredging.

Since the seminar was meant to inform rather than decide, no great solutions came out of it. It was apparent, however, that boaters will have to organize locally if they want a say in matters like this. Yeah, the thought of politics befouling our sport is repugnant, but so is having to pay almost double for dredging just so we won't disturb a few fish. The fact is, both the fishermen and environmentalists are well organized and have a powerful

cont'd on next sightings page

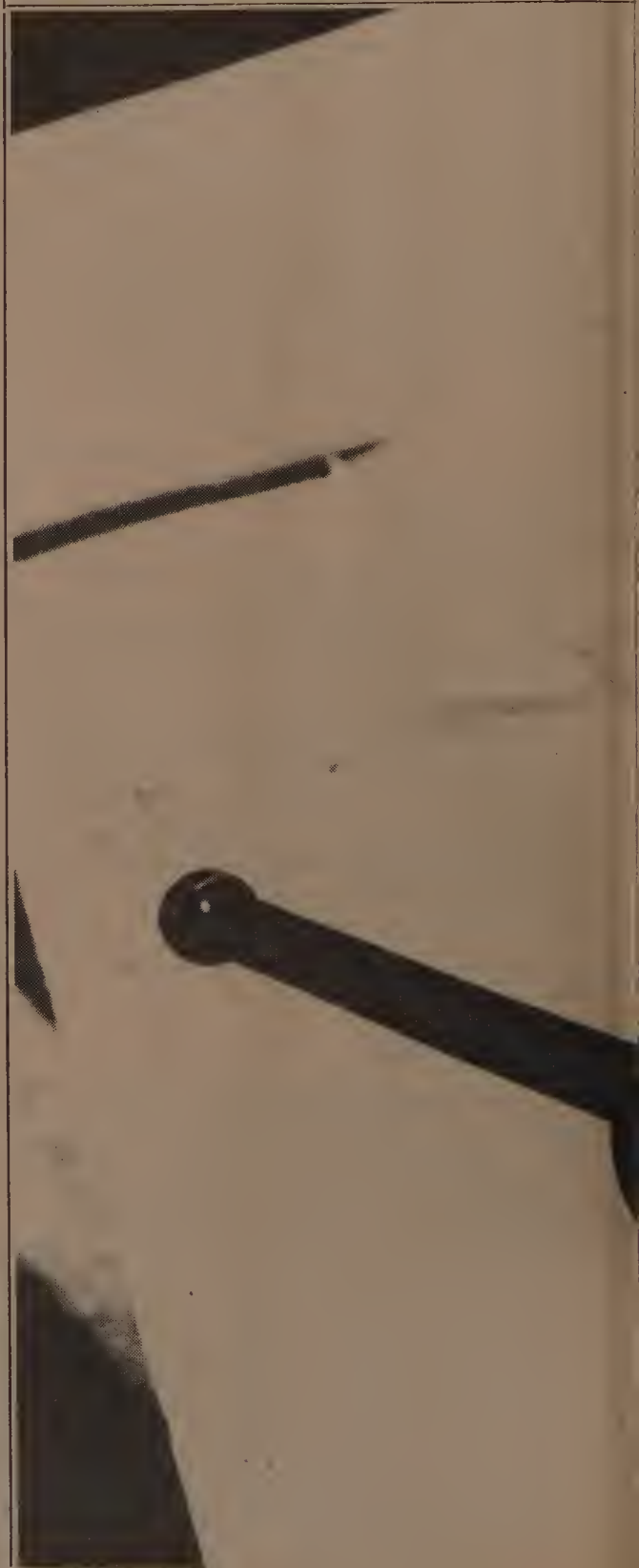
shell shells

word, Shell has begun reimbursing boat owners for their yard bills.

Wildcat wasn't all that impressed. "You want a *real* oil story?" he asked. Then he told

say, isn't that

To our way of thinking, there are precious few good sight gags in this increasingly grim world. One delightful exception is the 'Miami Vice' vice on display on a dock box at Honolulu's Ala Wai Yacht Harbor.



out — cont'd

us about being a crewman on the tanker *Ohio* trying to get oil to Malta during World War II. We have to admit, it was a hell of a story. Unprintable, but a hell of a story.

don johnson?

It's a terrific gag because not only is there the obvious *double entendre*, but also because the heavy black vice is in such contrast with the television show's superficial pastel image.

clear as mud — cont'd

voice. If we don't want to end up with the muddy — and expensive — end of the stick, we may have to do the same.

short sightings

Tokyo — As if buying up most of the banks and valuable real estate in North America wasn't co-opting enough, the Japan's Kodokawa Publishing Company recently announced that they will build a copy of Christopher Columbus' *Santa Maria* and sail it from Spain to Japan in 1992 to celebrate the 500th anniversary of Columbus' discovery of America. Somehow that seems to say it all, doesn't it? A sail to Japan to celebrate the discovery of America.
cont'd on next sightings page



LATITUDE/RICHARD



THESE ARE BARNACLES. TAKE A GOOD LOOK. YOU MAY NEVER SEE THEM AGAIN.

Up until now there has been no real preventative for the plague of barnacles. These uninvited guests have been a miserable problem for boaters, causing expensive annual haul-outs, scraping, and costly chemical paints. And the only deterrent available has been a highly toxic bottom paint. Now for the first time, there's an electronic barnacle preventive system... **BARNACLE BUSTER**... a revolutionary device that transmits miniscule vibrations through the hull to prevent the attachment of baby barnacles.

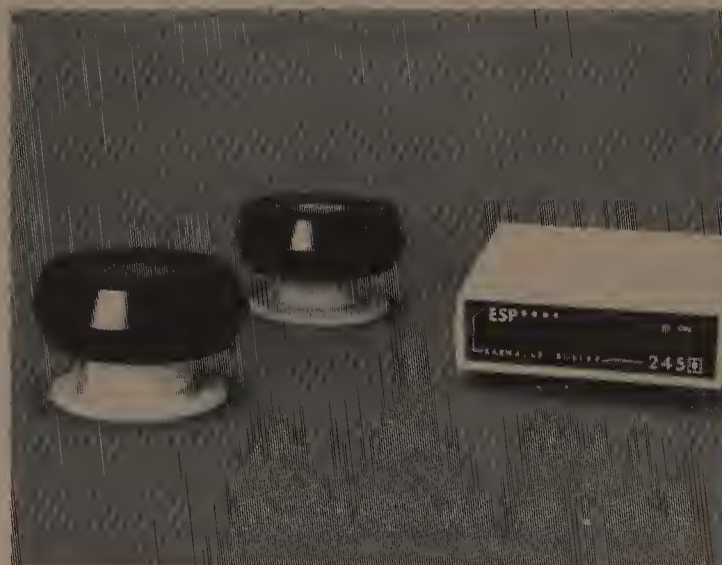
NO THROUGH-HULL FITTINGS

After years of testing, the system has proven successful in keeping boats free and clear of barnacles. With Barnacle Buster, there are no through-hull fittings, the series of transducers mount easily inside the hull.

You can enjoy better fuel economy and higher speeds, and be relieved of expensive bottom painting. The Barnacle Buster electronic system now has a proven track record all over the world. Numerous yachts equipped with Barnacle Buster have had 100% effectiveness against barnacle growth.



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BARNACLE BUSTER®

BARNACLE BUSTER HAS A PROVEN TRACK RECORD...

ESP Marine has developed a new technology in "Electronic Sound Anti-fouling industry" with the Barnacle Buster. The Barnacle Buster has been tested for over two years. It is proven to work on fiberglass, aluminum and steel hulls. With proper installation, the system will prevent barnacle larvae from attaching to the hull.

From the west coast of California to the southern Gulf of Mexico, the Caribbean and the Florida Peninsula; to Chesapeake Bay and New York; over to Europe — Holland, France and the Mediterranean Sea; and as far east as the coast of Japan, The Barnacle Buster has proven successful.

RUDDER SHAFT AND PROPELLER PROTECTION...

Transducers will protect rudders, shafts and propellers from barnacle growth that result in greater fuel costs and keep haul-out expenses to a minimum.

FUEL SAVINGS...

Boats with Barnacle Buster can save up to 15% of fuel annually. These savings can be significant for yacht owners as well as for commercial vessels and charter operators.

BARNACLE BUSTER PRODUCES A CLEAN ENVIRONMENT WITH NO TOXIC CHEMICALS...

Barnacle Buster, with its all high-tech electronic design replaces toxic paint and improves our precious natural environment. Barnacle



Buster, when used with anti-fouling bottom paints, creates a "salt-shaking" special effect of the vibrating energy, thus there is no need to use expensive high toxic concentration of tin or copper paints.

INSTALLATION...

A do-it-yourself instruction booklet comes complete with each system. Installation is simple and clean. Standard audio speaker wiring skill is all that is required. Most electronic and marine dealers can install the system at reasonable prices.

POWER USAGE...

All Barnacle Buster models use less than 500 milliamps D.C.



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Suggested Models

Boat Sizes *

BB 245	20'
Mini Buster	35'
BB 200	55'
BB 300	75'

*Larger Sizes Available Upon Request

**AVAILABLE AT
MANY BAY AREA
MARINE SUPPLIERS
DEALER INQUIRIES INVITED**

short sightings — cont'd

Washington — The DuPont corporation withdrew its request to dump 405,000 wet tons of iron chloride in the Atlantic Ocean 106 miles off the coast of New Jersey. Although they claimed the heavy metals in iron chloride were "totally safe and environmentally sound", DuPont has decided to use the waste to produce stone for roadways and artificial fishing reefs.

San Francisco Bay — *maybe* — Brian Harlow sent us a clipping that depicts the largest raftup ever. It took place last year in a Scottish loch and had 191 boats hooked gunwhale to gunwhale in a complete circle. A larger "great circle" was planned for July 19 off Broadsands, near Torbay in England, where up to 400 yachts were expected. In a fit of patriotism, Brian suggested that the boaters of San Francisco Bay could easily top that. Might not be a half-bad idea for one of those windless winter weekends . . .

Norfolk, Virginia — "I can't take it anymore!" declared Patrick D'Alessan-
cont'd on next sightings page

business

If you've ever wondered who does some of the beautiful graphics evident on boats around the Bay, you're looking at one of them. The guy behind the mask at San Francisco Boatworks is George Kelly, half the staff of Kelly/McCall Graphics. As you can see from the job he's doing on Alex Shaw's bright red Olson 29 *Simply Red*, Kelly/McCall specializes in boat names any way you like them.

"As far as I know, we're also the only ones who do boats in the water," says Kelly. Though he's done scores of boats of all types around the Bay since he started the business



as usual

in 1972, it's usually the racers that like the biggest, boldest graphics. One of his most recognizable jobs in that area is the eye-stopping *Pazzo Express* on the side of Bill Ormond's Express 37.

Kelly and his partner average about five boats each a week, though this day George had already done one before *Simply Red*, and had another to do in Oakland before he could call it a wrap. Incidentally, *Simply Red*'s big graphics took about three hours to design and another five to affix to the boat. That was yesterday. High winds delayed the actual airbrushing until today.



LATITUDE/JOHN R

short sightings — cont'd

dro of his seasickness in early July. Pat then pulled out a knife and rifle and ordered the captain of the day boat *Miss Marie* to take him back to port. Captain Ed Lominec complied, but when they pulled into Norfolk, land didn't look quite so good to D'Alessandro: the police were waiting on it. Pat was charged with assault and mutiny and faces up to 20 years in the slammer. He said it was his first time at sea.

Hyde Street Pier — To celebrate the arrival of the iron bark *Balclutha* at Hyde Street Pier, August 26 (Friday) has been declared "get acquainted day" and admission is free. A great opportunity to see the largest collection of historic ships on the west coast, and to find out more about the many films, lectures and programs put on by the museum year-round. If you need more information, call 556-6435.

The Bay — We received late word of the first "Golden Gate Open," which is scheduled for September 17. Sausalito Multihulls' Lee Bullock came up with the idea, a good one, for a sort of "crewed" Three Bridge Fiasco. Like that shorthanded event, boats would round buoys by the Oakland, Golden Gate and San Rafael Bridges in any order; no handicaps — first-to-finish wins. With the Big Boat Series starting the next day, the timing could have been better, but organizers plan to hold next year's event in late June. We'll have more in the next issue on this one. In the meantime, call Lee Bullock at 332-6533.

San Francisco Bay — No one celebrated Independence Day like Melvin Belli. The famed divorce lawyer spent the fourth cruising around the Bay on *Fifer*, his 105-ft motoryacht. His independence day celebrating was on two fronts: the country's 113th birthday and his independence from former wife Lia. In case you've been visiting Mars and have missed the goings on, their split makes Joan Collins' messy divorce look like *Mary Poppins*, and they haven't even been to court yet!

Red Rock — On Sunday, June 25, the body of Patrick Williamson was spotted washed ashore on Red Rock by a passing boater. Recovery by the Richmond police boat *Mission City* ended a one-day search by the Coast Guard and Coast Guard Auxiliary. Williamson was first reported missing on Saturday night, when *Tess*, his 30-ft sailboat was found floundering around San Pablo Bay with no one aboard. Williamson was last seen leaving his slip in San Rafael Yacht Harbor between 5:30 and 6:30 Saturday evening.

Off the Corinthian YC — Damon Brown, a 30-year-old Los Gatos resident, took an unplanned swim July 9 after being clobbered by the boom of *Balestra*, a 20-ft sailboat he was, up to that point, aboard. Apparently, the other two crew were inexperienced, too, because they just kept going. A good Samaritan — whose name we'd like to run if he'll contact us — picked up Brown. Acting as go-between, the Coast Guard made a bunch of phone calls and let everybody know that everybody else was okay.

Oakland Estuary — A powerboat apparently attempting to pass a sailboat instead tailended it on Sunday, July 10. The impact caused the sailboat's rig and one of its crew to go into the water. The latter, Karen Perot of San Rafael, was taken to Alta Bates Hospital in Berkeley with a broken jaw and "multiple fractures."

Martinez — A ruptured PG&E pipeline three miles east of Martinez caused 3,200 gallons of light crude oil to spill into Hastings Slough. The spill was reported by a passerby who had to call back two days later to find out why nothing had been done about it. This is the same area that was polluted by the huge Shell Oil spill a few months back.

Stockton — The *Potomac*, a 165-ft motoryacht once owned by Elvis, the King of Rock 'n Roll, is undergoing a badly needed repair and renovation at Colberg Boat Works. The owners hope that \$1.9 million will get Elvis' old yacht in good enough shape to be used as a floating museum and excursion vessel. The *Potomac* also used to be the presidential yacht of F.D.R. and successors.

Tokyo — Oops! According to Japanese officials, the reason one of their submarines rammed and sank No. 1 *Fujimaru* is that it was trying to avoid a collision with a yacht. At least nine people are dead and 21 missing from the fishing boat.

CATAPULTED

It was just after dark on the second night of the Catalina Race and all was well aboard the *National Biscuit*, our sleek Schumacher 36. Santa Rosa Island was ten or so miles off to port and the cockpit Loran showed us ripping off the miles, averaging over ten knots under 1.5 ounce kite. Only 75 miles to go — surely Zeus' record of 49 hours and some change would be demolished. If the wind held, we decided, even we'd break the record — heck, almost everyone would.

It had been a glorious, sunny day of surfing in steady 25 knot winds, and the six of us had all but forgotten about the previous night's fiasco, when we'd broken our carbon fiber pole in a violent leeward round-down. A few hours earlier, we'd listened to vintage rock n' roll during cocktail hour (one margarita apiece) and dinner. After watching the sun sink over the horizon behind us, my

watch headed below. We were confident that things were under control, and that, if anything, the wind would lighten up a bit soon.

Despite our exhaustion, sleep didn't come easily. The *Biscuit* was skidding all over the ocean, and it was noisier than a steel mill down below. Lying at the ceiling over my stipe berth, I remember hoping the helms-



TO CATALINA

man wouldn't hit the ditch, like last night. That had been a little too exciting . . . I must have nodded off because after awhile — fifteen minutes? an hour? — I was awakened by urgent pounding over our bunks and the command to get on deck.

The 'Biscuit' boys blasting along on the afternoon of the second day.

Grabbing my foulies and harness, I poked my head out the companionway to see what the problem was. It was *really* hooting now — the true wind speed read in the low 30's, the most we'd seen yet — and the bow of our low freeboard "U-boat" was digging in again. This afternoon, to our amazement, we'd buried the bow so deep that the boat

had started to lift up and pinwheel, only to broach out to weather. Now, things were even worse: it was blowing harder and it was pitch black. To keep the bow up in the short deep waves, we needed all hands (butts?) on



LATITUDE ROR

CATAPULTED

the stern.

The only talk came from the co-driver, who was sitting across from the driver in case he lost it: "Up a little, okay, looking good . . . here's a puff . . . down, down, straighten out now . . . okay, send it! . . ." The helmsman kept one eye on the bow, the other on the compass, all the while concentrating on keeping the deck level. We couldn't see anything except the orange and green glow of the instruments on the mast; sheets of spray were shooting up several feet higher than the deck each time we took off. Twice, as we dropped off waves and the speedo hit 16-something, we buried the bow and had "white-outs" — walls of water were shredding on our bow pulpit, flying the length of the boat back into our faces, obscuring all vision. It was like going through a carwash, or skiing in powder over your head.

It was also getting pretty close to the edge: we were hanging it all out, barely in control. This is crazy, one side of my brain kept saying; this is what you came for, responded the other side. I wondered how the other 126 boats in the race were doing.

About the same time the *Biscuit* and the majority of the fleet were entering hyperspace for the second night in a row, Pat Farrah's seemingly unstoppable Santa Cruz 70 *Blondie* was drifting across the finish line first at Arrow Point, just past the West End. Her finish time — 9:30 on Tuesday evening, July 5th — set a new elapsed time record of 36 hours, no minutes, 35 seconds. That's an average of 10.7 knots for the 385-mile course, and it's a milestone that probably won't be eclipsed in the near future.

Blondie's crew, however, disagreed: "Given the right conditions, it's possible to



do this race in 30 hours," claimed watch captain Mike Elias. "We spent the last 12 hours chasing jibe angles with the half-ounce up." *Blondie*, according to Elias, was also in her cruise mode, "We had 14 people on

'Star Duster' dusted the fleet for the second year in a row. (L-R) Owner Gerald 'Poppa Smurf' Gaughen, Dennis Hibdon, and Peter Baguye.

board and all the amenities; this was no hardship deal!" Aside from running over a tire (they literally found skid marks on the rudder after the race), it was business as usual for Farrah's gang. They've had a great year so far (firsts at MEXORC and Cal Cup and a second in the Manzanillo Race, among others) and are looking forward to November's Cabo-Guadalupe Race, the only one of the three Cabo races that *Blondie* doesn't currently hold the record for.

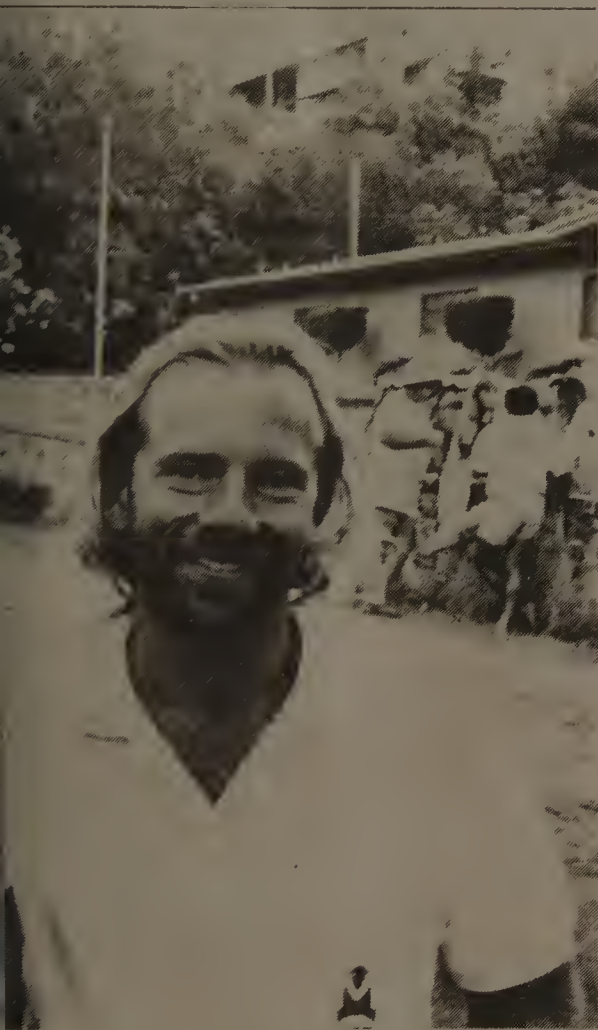
Farrah, watch captains Elias and Mark Wilson, and navigator John Jourdane all feel they took the fastest course possible. "We went outside the islands, even though that's about five miles longer," said Jourdane. "We were off San Miguel early the next morning, and didn't think there'd be enough wind to go down the Channel until the afternoon." Paul Simonsen's sistership *Mongoose*, which traded jibes with *Blondie* all the way to the finish, made the same decision. The two boats had a great race, staying in sight of each other the whole way, with

USC's ROTC vessel 'Sea Traveler' surprised a lot of folks by winning PHRF Division V.



LATITUDE/JOHN R

TO CATALINA



Mongoose finishing only four minutes behind *Blondie*. *Barracuda* and *Pyewacket* finished, in that order, about 45 minutes later.

The wind died later that evening and didn't return until the next afternoon. The sleds had slammed the door behind them, finishing at the optimal time — *Blondie* ended up taking corrected honors in IOR as well. With the exception of *Acey Deucy*, *Merlin*, *Octavia*, *Hana Ho*, and *Allure* (the latter two SC 50's also crossed the line only four minutes apart) no one else came until after daybreak. In all, 14 boats beat the old record.

Among the record-breakers was Gerald Gaughen's fixed keel Hobie 33 *Star Duster*, which amazingly finished tenth boat-for-boat, winning Class IV and overall PHRF honors in the process. You might say Gaughen owns this race: it was the second year in a row that *Star Duster* has won overall. In the two races prior to that, he and his Long Beach surfing buddies came in second and first in class in another Hobie 33, *Breakaway*. Gaughen, a bearded 51-year-old grandfather whose nickname is "Poppa

Smurf", felt they won the race by cutting inside Santa Rosa and San Miguel islands on the afternoon of the second day.

"Schumacher's race tips (in the last *Latitude*) were right on the money until Conception," said Gaughen, "This year, it paid to shoot the islands, especially if you arrived there when we did. We had 35 knots between the islands and were hitting sustained 16's in flat water for a few hours!"

Star Duster went with four people this year, instead of five like they had in their win last year. In addition to Gaughen, they were sailmaker Bill Menninger, Dennis Hibdon (the former owner of *Breakaway*), and Peter Baguye. "It was a fantastic crew," said Gaughen. "We sailed the shit out of the boat. I think we finally got some respect — in the past, people grumbled about our rating. This year, no one mentioned it."

What was their trip like? Gaughen recalls, "We were too busy to worry much about eating or sleeping. When we weren't sailing, we were sponging water out of the bilge and wringing out sleeping bags. We sailed with the 3/4 ounce the whole way, and didn't break anything, although we did crash pretty badly while jibing in about 30 knots the first evening. We kept a close eye on our digital compass and the Loran, and weren't afraid to jibe a lot. We'd wait until the boat hit about 15, and the helmsman would countdown, '3,2,1,go!' and we'd do it."

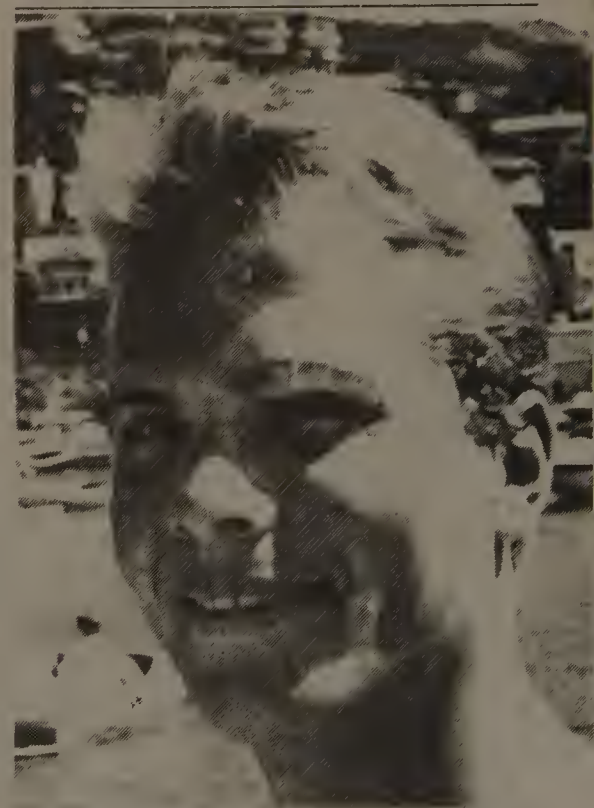
How did this race compare to past ones? "This was the best one yet! It wasn't any windier than last year, but the wind held — for us at least — through most of the bottom half of the course. The hardest part was getting out the Gate — we were down to a #4 and a reefed main — and finishing. It took us four hours to go the last four miles. Aside from that, it was an exhilarating race!"

Other boats turning in nice performances include Richard Leute's SC 50 *Acey Deucy* and Stewart Kett's SC 50 *Octavia*, which finished one-two in PHRF I after going between Santa Cruz and Santa Rosa islands. Also shooting inside the islands were *Wind-surfer*, Walter Schneider's Olson 40, which dusted five sisterships in winning PHRF II, and the 32-foot surfboard *Third Reef*, which owners Andre Lacour, Tim McTie and Todd Breadoff and two others rode to a five hour victory in PHRF III. "We almost lit the stove once," was how Lacour summed up the top half of the course. They sailed most of the

race with an oversized 1/2 ounce kite, reporting an average of 18 knots over the bottom during the heavy going.

Entente, Tim Lane's custom 32-foot catamaran, won the small multihull division despite blowing up both spinnakers. Before the race, Lane claimed he'd win his class, which he did. He also claimed he'd beat *Blondie* to Avalon, which he didn't. (We imagine a larger cat like *Aikane* might have, and hope to see some big multihulls take a shot at the new record next year.) Winning the 15-boat cruising (non-spinnaker) division was Herman Trutner's Tartan 41 *Regardless*. Overall winners of the four divisions (IOR, PHRF, Multihull, and Cruising) got hand-held VHF's, courtesy of West Marine Products, in addition to the usual pickle dishes.

The Midget Ocean Racing Association — whose San Diego long distance race died of natural causes and collapsed into the Catalina Race last year — awarded two prizes to boats under 30 feet (in addition to MYCO's regular division trophies). *Ragtime*, Gary McNair's Cal 2-27, won the six-boat division of heavy boats; Mark Halman's Express 27 *Salty Hotel* beat 11 other light boats to claim that division as well as overall



William 'Scarface' Weber needed 30 stitches over his left eye after getting 'boomed' in a power round-down.

MORA honors. Jim Gregory, one of the seasoned salts on the *Hotel*, summed the ride up in one word: "Terrifying!" They aced out sisterships *Light'n Up* and '86 overall winner *Leon Russell* on the bottom half of the course, beating them both by under four

CATAPULTED

minutes.

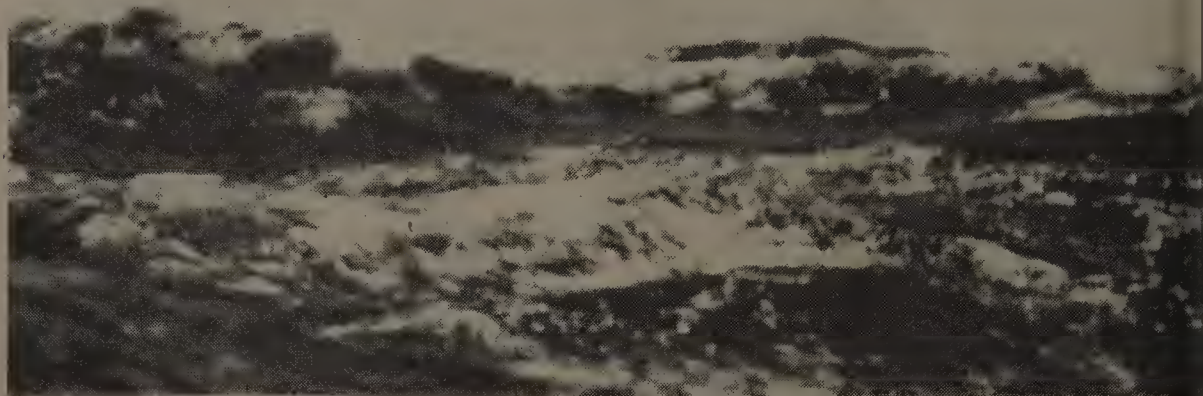
Remarkably, the three Express 27's finished ahead of eight out of the ten Express 37's, and had faster elapsed times than all of them. (Chris Baldwin and only three crewmembers sailed *Mainframe* really aggressively, beating out *Foghead* in yet another four minute victory, to win the Express 37 trophy). The 27's all reported wild and noisy rides: according to Bruce Powell of *Leon Russell*, you don't need a knotmeter to know how fast you're going: "At 11 knots, there's this low hum. At 13, it jumps up an octave; at 15 it jumps up again. At 17, it hits a nice high double C. At 20, all you can hear is the crew screaming!"

However, it wasn't an Express 27 or any similar little skimming dish (Joe Durrett, owner of *Anna Banana*, claimed "A race like this in a Moore 24 changes you.") that won PHRF V. Rather, it was a total darkhorse — the heavy Morgan 41 ketch *Sea Traveler*, under the command of Mike Turner — that claimed the honor. That the boat, which is property of the University of Southern California ROTC program, was in the race at all is a minor miracle.

"Getting the boat ready and going up the coast were the hardest parts," said Turner, a

time rigging the boat with spinnaker gear for the first time, then spent an afternoon practicing sets and douses. Despite blowing up a

round-downs. It was particularly disappointing for *Second Wind*, which owner Justin Demello claims was "passing everything in



lot of their borrowed sails in the race, *Sea Traveler* beat the rest of their 25-boat class by cutting inside the Channel Islands. They broad reached to the finish instead of running — proving conclusively, to us at least, that the inside track was favored this year.

Not everyone made it to the "Isle of Romance". Twelve boats dropped out,

sight — we were ahead of our sistership *Cursor* at the time and they finished second in our class."

Great Fun broke the top eight inches off their masthead while jibing to clear a spinnaker wrap, the Santa Cruz 27 *Tabasco* frayed a lower (owner Jim Stegall and his shell-shocked crew also admit to withdrawing out of concern for their safety), and the Olson 30 *Flyer* broke their forestay and bent their mast in a port/starboard confrontation before even out the Gate. *Flyer* was on starboard; the last we'd heard they still weren't sure which boat nailed them.

Another boat which didn't get to go for the sleigh ride was the Choate 39 *Phantom*, which turned back several hours into the race with an injured crewmember. Apparently, he managed to impale his rear end on the pump handle of the head, incurring internal damage . . . Another more serious crew injury took place on the C&C 29 *Sea Quake*: Alameda yacht broker Ed Milano was lounging in the cockpit on the first night when the boat crash-jibed. The traveler spun him into the cabin top, bashing his head and knocking him out for five minutes. Milano, bleeding badly, was in a state of semi-shock for the next hour.

The Coast Guard responded quickly, dropping half a hospital and a medic Spiderman-style down from a helicopter onto *Sea Quake*. Rather than attempt to transfer Milano, who was thought to have a concussion, off in high seas, they motored 18 miles back to Pfeiffer Cove. There, he was put in a basket and lifted up ("a really different kind of ride," said Ed afterwards) to the helicopter. Milano was treated at the Monterey Bay Hospital, and released in time to go to Avalon for the post-race festivities.



29-year-old Navy lieutenant and ROTC instructor who has commanded the boat for the last two years. Their trip north was ghastly (engine failure, fog, two returns to Coho), but they arrived in the Bay with two days to spare. Turner and his 8-man crew spent the

Some people, like the crew of 'Flamingo', may have had a bit too much fun in Avalon.

almost all after the first night. Five boats had rig failures: the Santa Cruz 40 *Camelot* and Wylie 38 *Second Wind* were dismantled in

LATITUDE RICHARD

TO CATALINA

"It was a freak accident; just one of those things," said Milano, who's already looking forward to next year's race.



LATITUDE ROB

Two other boats withdrew with torn mainsails: *Randy Tar* pulled into Morro Bay for repairs and *Blacksilver* headed into Santa Barbara. *Blacksilver*, we're told, tore their main in a unique way: they broached, causing a jacket to fall off a bunk into the steering quadrant, seizing up the steering on the boat, which led into the accidental jibe that ripped the main. *Michegaas* broke their rudder but had enough steerage left to get to Monterey and the multihull *Amata Pea*, which was had no electronics and was dead reckoning to Catalina, pulled into Santa Cruz when their log failed.

But the strangest drop-out had to have been the MacGregor 65 *Fastrack* — the one with the "K-Mart 65" logo on the cabin house. According to syndicate head Mike Paselk, they were bombing along next to *Pyewacket* at dusk the first night when the boat started to slow down. "*Pyewacket* suddenly just smoked us," said Paselk, "We couldn't figure it out — the rig was straining, like the boat wanted to go 22, but couldn't get over 17."

About midnight, when they were 60 miles directly off Morro Bay, they realized what was happening. "We heard this weird noise like velcro ripping," related Paselk, "We looked over the side and saw a big piece of fiberglass just hanging there." As it turned out, the entire outer skin of the boat was falling off — it had started underwater first, which accounted for the dramatic drop in speed. "You could see a flashlight shining through the hull," said Paselk. They slowed the boat way down and headed for Santa Barbara, keeping close tabs on the liferaft and the other safety gear. *Fastrack* made it to port "without agitating the Coast Guard", as Paselk put it, and is currently getting two

layers of glass and gelcoat applied over the entire hull.

Of course, a race of this size generates enough other sea stories to fill a book. Here's a quick random sample:

In the "oooops!" category, we have *Irrational*, whose crew forgot to bring their charts (they navigated to Catalina with a road map) . . . *Light'n Up*'s Jim Maloney fell over going out the Gate when a pelican hook opened up on the lifeline he was leaning on . . . *Swiftsure* dropped a spinnaker overboard, but managed to go back and recover it in less than ten minutes . . . No one really counted all the kites and poles that didn't make it, but *Light'n Up* and *Morningstar* deserve special recognition for breaking not one, but two poles . . . *Flamingo*, with Dick "Jonah" Pino holding the wood, brushed a whale which surfaced right in front of them, while *Swell Dancer* broached to avoid another whale.

In the "best ---" category, we nominate the following: Best round-down (and there were so many to chose from) goes to *Blitz*. Veteran helmsman Jack Adam performed it: nothing broke, but it completely soaked the owner, George Neill, who was sitting on what had formerly been the windward side . . . Best crew shirt: *Flamingo*, whose shirts asked the question, "How am I driving? Dial 800-EAT-SHIT".



'Lively' ghosts towards the Arrow Pt. finish line, a welcome sight after a windy ride.

Best boat name: *Happy Camper*. Best bars in Avalon: El Galleon (best all-around bar), The Marlin Club (best dive), and the Chi Chi Club (best dancing) . . . Best golfers: Hal Nelson (*Zeus*) and Sven Svendsen (*Svendle*) . . . Best pool player: Ron

Terry (*Seeker*) . . . Best finishes in Navy Yacht Club Long Beach's 35-boat Home-ward Bound Race: *Cursor*, *Barracuda*, and *Bladerunner* in PHRF A; *Svendle*, *Star Duster* and *Class Action* in B.

In the "most ---" category, the 55,000 pound *Tatoosh 51 Seeker* demolished the most chutes (three) . . . Most jibs demolished: *Seawings*, which ripped two headsails before the windy start of the cruising division on Sunday afternoon, July 3. They started the race baldheaded, with only a double-reefed mainsail up . . . Most time on the race course: the International Folkboat *Poem*, which limped in Thursday night at 9:30 after three-and-a-half days on the race course . . . Most heroic: William Weber, a crew-member on *Morningstar*, who got clobbered over his left eye by the boom in a "power round-down". Bleeding profusely and in pain, Weber refused owner Larry Doane's offer to drop out of the race so he could get medical attention. Weber was sewed up (30 stitches) after the race in Avalon . . .

The most fun? That's a hard one — *Blondie*? *Star Duster*? *Poem*? Personally, we'd like to think we had the best time of all on the submarine *Biscuit* — it was certainly the highlight of our summer so far. But fun is a hard thing to measure, and everyone — all 127 boats, 700-some sailors, the Metropolitan YC, and everyone else connected with the tenth annual Catalina Race — had a blast this year. From the windy start through the once-again terrific awards bash, it was a

week to remember.

It's all going to happen again next year, probably with a slightly smaller fleet due to competition from the TransPac. But like the saying goes, "it ain't the quantity, it's the quality" — and this race has that in spades. The Catalina Race has arrived, and it's here to stay.

— latitude — rkm

1988 Oakland—Catalina Race Results

IOR

1. <i>Blondie</i> *	Santa Cruz 70	Pat Farrah	35.9994
2. <i>Mongoose</i> *	Santa Cruz 70	Paul Simonsen	36.0852
3. <i>Barracuda</i> *	Nelson/Marek 68	Mitchell Rouse	36.9408
4. <i>Pyewacket</i> *	Nelson/Marek 68	Roy Disney	36.7052
5. <i>Hana Ho</i> *	Santa Cruz 50	Rolfe & Julie Croker	38.0667
6. <i>Irrational</i>	Peterson 41	Dan Donovan	38.6699
7. <i>Allure</i> *	Santa Cruz 50	Chuck Jacobson	39.0726
8. <i>National Biscuit</i>	Schumacher 36	Colin Case	39.3366
9. <i>One Eyed Jack</i>	Express 37	Jim Svetich	40.0551
10. <i>Shearwater</i>	Morgan 36	Borue O'Brian	40.9173
11. <i>Invictus</i>	C&C 40	John Webb	41.1371
12. <i>Notorious</i>	Olson 40	Don Radcliffe	42.0806
13. <i>Kentucky Woman</i>	Peterson 40	Gerald Wood	42.1810
14. <i>Blade Runner</i>	Express 37	Michael Shlens	42.9528
15. <i>Rambunctious</i>	Olson 40	Mike Campbell	43.8218
16. <i>Swiftsure</i>	Frers 59	Sy Kleinman	44.1103
17. <i>Deception</i>	Santa Cruz 50	Michael Roth	46.2921

PHRF — CRUISING

1. <i>Regardless</i>	Tartan 41	Herman Trulner	2: 2:55.41
2. <i>Firebrand</i>	Worth 40	Heinrich Gantenbein	2: 3:38.39
3. <i>Fuzzy Duck</i>	Catalina 30	Jim Russell	2: 4:33: 7
4. <i>Renaissance</i>	Targa 34	Mary Swift	2: 5:52.37
5. <i>C'est La Vie</i>	Islander 36	Keith Levy	2: 6:39: 4
6. <i>Aquila</i>	Olson 40	Graham Hawkes	2:10:39:56
7. <i>Finale II</i>	Sabra 42	Alex Finlay	2:12:21: 7
8. <i>Saima</i>	Cheoy Lee 41	J. & S. Bintala	2:13: 3:28
9. <i>Dancing Dolphin</i>	Force 50	John Elienne	2:13: 4:30
10. <i>Gigolo</i>	Catalina 34	Gary Wood	2:13:51:15
11. <i>Sun King</i>	Columbia 45	Jack Sogomontian	2:15:48:58
12. <i>Amanda</i>	Newport 30	P. Brokerick/D. Walsh	2:16:35: 4
13. <i>Reflections</i>	Perry 47	Max Young	2:16:41:17
14. <i>Ma Cherie</i>	Tazwell 43	Bill McDermott	2:17:38:23
15. <i>Seawings</i>	Carpentier 46	Jon Berg	2:23:21:50

MULTIHULL

1. <i>Entente</i> *	Custom 32	Timothy Lane	2: 0:32:42
2. <i>Defiance</i>	Cross 33	Bill Maudru	2: 1:34:24
3. <i>Galatea</i>	Custom 27	Michael Lael	2: 1:48:42
4. <i>Corsair</i>	Custom 27	John Walton	2: 1:48:52
5. <i>2 Up</i>	Crowther 33	Ray Walker	2: 1:54: 1
6. <i>Amata Pea</i>	Searunner 31	George Hewitt	DNF

PHRF I

1. <i>Acey Deacy</i> *	Santa Cruz 50	Richard Leute	1:13:50:10
2. <i>Octavia</i> *	Santa Cruz 50	Stewart Kett	1:14:16:40
3. <i>Hana Ho</i> *	Santa Cruz 50	Rolfe & Julie Croker	1:17: 9:34
4. <i>Allure</i> *	Santa Cruz 50	Chuck Jacobson	1:18:13:35
5. <i>Merlin</i> *	Lee Custom 67	Racers Edge Charter	1:20:31: 9
6. <i>Zeus</i> *	MacGregor 65	Hal Nelson	2: 0: 7:31
7. <i>Rocket</i>	Santa Cruz 50	Mark Bleiwels	2: 0:32: 3
8. <i>Lively</i>	Sharple 65	Robert Haberman	2: 2: 6:47
9. <i>Emily Carr</i>	Santa Cruz 50	Andy Hall	2: 2:11: 5
10. <i>Deception</i>	Santa Cruz 50	Michael Roth	2: 2:28:29
11. <i>Swiftsure</i>	Frers 59	Sy Kleinman	2: 2:50:52
12. <i>Blacksliver</i>	Steiner 58	S. Steiner/A. Adams	DNF
13. <i>Fastrack</i>	MacGregor 65	Fastrack Syndicate	DNF

PHRF II

1. <i>Windsurfer</i> *	Olson 40	Walter Schneider	1:17:10:43
2. <i>Cursor</i>	Wylie 38	L.&J. Farwell	1:21:41:32
3. <i>Sparky</i>	Mull 30	William McCluen	1:22:11: 9
4. <i>Notorious</i>	Olson 40	Don Radcliffe	1:22:39: 7
5. <i>Pythagoras</i>	Olson 40	Dale Winston	1:23:33: 9
6. <i>Rambunctious</i>	Olson 40	Mike Campbell	1:23:37:15
7. <i>Daisy</i>	Santa Cruz 40	John Buchanan	1:23:41:54
8. <i>Revelry</i>	Santa Cruz 40	Dennis Robbins	1:23:46:40
9. <i>Fastbreak</i>	Olson 40	Jim Long	2: 0:11:33
10. <i>Clipper</i>	Olson 40	Howard Sags	2: 2:53:30
11. <i>Kotuku</i>	Farr 40	David Thompson	2: 2:56:24
12. <i>Pegasus</i>	Hunter 54	Pat Hodges	2: 3: 6:28
13. <i>Bones VIII</i>	Swan 47	Bill Chapman	2: 3:30: 7
14. <i>Second Wind</i>	Wylie 38	Justin Demello	DNF
15. <i>Great Fun</i>	Davidson 50	Stan Glaros	DNF

16. <i>Camelot</i>	Santa Cruz 40	John Blackburn	DNF
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PHRF III

1. <i>Third Reel</i> *	Custom 32	Andre Lacour	1:14:20:24
2. <i>McDuck</i>	Olson 29	Peter McLaird	1:19:33:50
3. <i>Equanimity</i>	J/35	Randy Paul	1:20:27:51
4. <i>Mainframe</i>	Express 37	Chris Baldwin	1:20:46:12
5. <i>Foghead</i>	Express 37	James Brown	1:20:50:12
6. <i>Blitz</i>	Express 37	George Neill	1:20:59:41
7. <i>Melange</i>	Express 37	S. & S. Chamberlain	1:21:20: 9
8. <i>Flamingo</i>	Express 37	Rod Selvers	1:21:22:32
9. <i>One Eyed Jack</i>	Express 37	Jim Svetich	1:21:41:15
10. <i>Free Spirit</i>	Express 37	Neil Ross	1:21:59:32
11. <i>National Biscuit</i>	Schumacher 36	Colin Case	1:22:30:12
12. <i>Re-Quest</i>	Express 37	Glenn Isaacson	1:23:23: 2
13. <i>Rocinante</i>	Beneteau 42	Alex Malaccorte	1:23:42:54
14. <i>Invictus</i>	C&C 40	John Webb	2: 0: 5:32
15. <i>Bladerunner</i>	Express 37	Michael Shlens	2: 0:37:21
16. <i>Morningstar</i>	Express 37	Larry Doane	2: 0:39:38
17. <i>Pik Off</i>	C&C 41	John Jansheikl	2: 0:54:58
18. <i>Phantom</i>	Choate 39	Jon Ballard	DNF

PHRF IV

1. <i>Star Duster</i> *	Hobie 33	Gerald Gaughen	1:11:25:56
2. <i>Special Edition</i>	Wilderness 30	Eric Sultan	1:17:35:10
3. <i>New Wave</i>	Lighthall 30	Homer Lighthall	1:17:52:16
4. <i>Saint Anne</i>	Olson 30	Dick Heckman	1:18: 3:43
5. <i>Bravo</i>	Olson 30	John Kerslake	1:18:37:10
6. <i>Svendie</i>	Correra Custom 38	Sven Svendsen	1:18:43:35
7. <i>Kite</i>	Stevens 47	Dick & Lona Wilson	1:20:12: 9
8. <i>Seeker</i>	Tatoosh 51	David Crowe	1:20:31: 9
9. <i>Aniara</i>	Swan 38	Eric Schou	1:21:33:59
10. <i>Caerthan</i>	C&C 35	David Benefiel	1:21:44:40
11. <i>Expeditions</i>	Express 34	Bartz Schneider	1:21:45:24
12. <i>Delphina</i>	C&C 41	D. Garrett/C. Inouye	1:21:57:22
13. <i>Swell Dancer</i>	Santana 35	J. & S. Graham	1:22: 1: 9
14. <i>Grand Crus</i>	Baltic 37	Robert Collins	1:22: 2: 6
15. <i>Gemini</i>	Baltic 38	Dave Fain	1:22:20:57
16. <i>Surefire</i>	Frers 36	Jonathan Carter	1:22:21:16
17. <i>Bandido</i>	Farr 36	Ed Lawrence	1:22:25:43
18. <i>Breakaway</i>	Hobie 33	Ron Hicker	1:22:33:47
19. <i>Destiny</i>	C&C 38	Peter Bennett	2: 1:38: 1
20. <i>Coracie</i>	Cal 39	Andy Eggler	2: 2:36:17
21. <i>Holy Gaucamote</i>	Olson 30	Rexford Metz	2: 3: 4:17
22. <i>Michigaas</i>	Soverel 30	Joseph Greenblat	DNF
23. <i>High Flyer</i>	Olson 30	Michael Ewens	DNF

PHRF V

1. <i>Sea Traveler</i>	Morgan 41	Mike Turner	1:14:36:42
2. <i>Salty Hotel</i>	Express 27	Mark Halman	1:14:42:57
3. <i>Light'n Up</i>	Express 27	Gary Clifford	1:14:44:16
4. <i>Leon Russell</i>	Express 27	Johnson/Daniels	1:14:46:15
5. <i>Anna Banana</i>	Moore 24	Joe Durrett	1:16:32:20
6. <i>Nicole</i>	Orion 35	Jim Dupuis	1:18:14:59
7. <i>Happy Camper</i>	Santa Cruz 27	Rich Sellars	1:18:35:30
8. <i>Norseman</i>	Norseman 40	G. Helms	1:18:49:22
9. <i>Nemo</i>	Express 27	Tom Connerly	1:19: 0:44
10. <i>Ragtime</i>	Cal 27	Gary McNair	1:20:33: 1
11. <i>Revision</i>	Catalina 30	David Jacoby	1:21:28:23
12. <i>Angel's Share</i>	Esprit 37	Roderick Billings	1:22: 4:33
13. <i>Fantasy</i>	Cal 29	Doug & Bob Clark	1:22:23:23
14. <i>Aphrodite</i>	Ranger 33	Joseph Wood	1:23: 9:11
15. <i>Fat Cat</i>	Catalina 30	Seth Bailey	1:23:59:24
16. <i>Club Penguin</i>	Freedom 32	Howard Kucera	2: 1: 2:56
17. <i>Samothrace</i>	Islander 36	Lloyd Banta	2: 3: 8:28
18. <i>Mega</i>	C&C 30	Robert Hickey	2: 4: 2:15
19. <i>Numerator</i>	Fast 34	Dennis Albright	2: 5: 6:56
20. <i>Glory Days</i>	Pretorian 35	Andy Rothman	2: 5:43: 3
21. <i>Shaula</i>	Peterson 44	Craig Zimmerman	2: 7:16:29
22. <i>Serendipity</i>	Cal 29	Thomas Bruce	2: 9:24:45
23. <i>Poem</i>	Int'l Folkboat 26	Julio Magri	2: 9:26:30
24. <i>Tabasco</i>	Santa Cruz 27	Jim Stegall	DNF
25. <i>Randy Tar</i>	Ericson 34	Steve Eguina	DNF
26. <i>Sea Quake</i>	C&C 29	John Marshall	DNF

* = broke previous elapsed time record of 49:24:46

Performance.



LATITUDE/JOHN R

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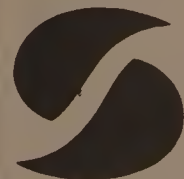
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RAY AND SHIRLEY TRIPLETT

It was a bitter way to end 15 years of cruising. On June 29, 440 miles west of San Francisco, Ray and Shirley Triplett had to abandon *September Song*, the 50-ft boat that had been their home for the last seven years.

Ironically, they were on the home stretch

"It was one of the most painful decisions of my life."

of the last leg of their cruise — 34 days and 5,000 miles out of the Galapagos Islands, with only 4 or 5 days more to San Francisco Bay and home. The irony is that when they last appeared on these pages, they had just arrived home from an 8-year circumnavigation aboard *Morningstar*, a 46-ft Garden ketch. They subsequently sold *Morningstar*, bought *September Song*, a 50-ft fiberglass Herreschoff ketch and took off again, this time for the Mediterranean.

The couple spent six years exploring Homer's "wine dark sea" (which in reality is normally a clear, crystalline blue) before crossing the Atlantic to the Caribbean. Based in the British Virgins, they spent two more years exploring that part of paradise. After that, the plan was to come back home, live in a real house, sail locally and "just take it easy for a while," says Ray. He and Shirley will both celebrate their 67th birthdays this year.

They went from the British Virgins, through Panama, to the Galapagos. From there, they planned to sail nonstop for home, some 5,500 sailing miles away.

They were hard miles, at least after they passed through the doldrums. The first major casualty of the trip was the mainsail. One day a line squall ripped out the entire mainsail track. Ray and crewman/friend Jim Holm worked on a jury rig for a week in rough seas without success. (Though Ray and Shirley did 90 percent of their cruising without crew, 33-year-old Holm was along for the trip home.) In the end, they dropped the main and rigged the storm trysail on the main mast.

Next to go, in building seas and wind,

PHOTOS COURTESY RAY TRIPLETT

was the jib furling system. They put up a small working jib and kept going. Though undercanvassed (jib, trysail and mizzen), *September Song* was still averaging a respectable 7 knots in about 35 knots of wind. When he reached latitude 32, Ray flopped the boat east, hoping to lay San Francisco. But a strong northerly, combined with the southerly current, made it unlikely, then impossible. For a while, "I hoped for anything above Pt. Conception," says Ray. But by the time the wind got to 40 knots and some of the combers were approaching 20 feet, San Diego sounded awful good.

On June 28, *September Song* dropped

off a wave and landed on something solid.

"There was a big crash and the forecabin just exploded," says Triplett. "Everything up there — the bunks, lockers — just splintered. Through the rest of the boat, everything and everybody went flying."

An immediate inspection disclosed serious damage. Just below the waterline, a few feet back from the stem on the starboard side, the three-inch thick fiberglass bottom was oilcanning. Oilcanning? Try bubblegumming — a two-foot round section was popping in and

Happier days — 'September Song' in the Virgin Islands.



— THE ABANDONMENT OF 'SEPTEMBER SONG'

out 8 to 12 inches every time the bow hit the water.

(Ray speculates that the boat hit a "deadhead," a log that has broken free from a log float in the Pacific northwest and drifted south. Once waterlogged enough, dead-heads float vertically just below the surface.)

Triplett immediately hove the boat to and took stock of the situation. He figured he had two choices: Try to keep going — San Diego was still four to five days away — or abandon the boat. For the former, though they could keep up all right with a slow leak

tions, I said I'd rather take my chances on the boat through the night. The pilot okayed my decision and said he'd have a C-3 out with



Ray and Shirley Triplett.

that had developed, Ray didn't think the weakened hull could take the pounding. "Sooner or later, I knew that the glass would just fatigue and fail," he says. "If that happened, I wasn't sure we could get the liferaft inflated and ourselves off the boat before it went down. And it was too rough to have to swim to the raft." It was a legitimate fear: During the war, Ray had seen a torpedoed warship go down in less than a minute.

The alternative — to abandon the boat — seemed only slightly less horrendous.

"It was one of the most painful decisions of my life," says Ray. "But I knew we had to leave her."

September Song's Mayday reached a ham operator in Kansas. Triplett relayed the boat's position, situation, even rate of drift to the contact, who then called Coast Guard Long Beach. Armed with such precise information, the pilot of the Coast Guard Falcon jet had no trouble finding the stricken yacht. "He roared right over at almost masthead height!" says Ray.

Triplett talked to the pilot on VHF as he circled. "He wanted to drop us a raft, but it was getting dark. Considering the condi-

us at first light."

The larger plane arrived on schedule, and with it the first of several quirks in the Coast Guard's response — the pilot wouldn't jettison the liferaft.

"I wanted the guy to drop the raft next to the boat so we could lash them together. The pilot said he'd rather keep the raft on the

"There was a big crash and the forecabin just exploded."

plane until we were sinking! I tried to explain that the whole reason we called for assistance was that we couldn't swim to a raft in the present conditions." The argument between boat and plane went on for several minutes, but when the C-3 left, its raft was



RAY AND SHIRLEY TRIPLETT

still aboard.

The Navy finally intervened, directing the 730-ft British bulk cargo ship *La Pampa* to go to the aid of the smaller vessel. They arrived on the scene about six in the evening on June 29.

By then, the sea conditions had deteriorated even more, making it far too rough for the ship's utility boat to make the transfer. The only choice, informed Captain David Smith, was for Triplett to maneuver *September Song* along the ship's lee side and make the transfer via Jacob's ladder.

"I knew it was going to wreck the boat," says Ray. He was right. As the three climbed aboard the ship with important papers and what few personal effects they could carry, the Triplett's beautiful *September Song* pounded sickeningly against the rust-streaked hull. By the time the two vessels parted, half the main spreader, the radar dome and several shrouds were gone. But the rig stood, and the still-set sails soon had the boat hove to again. The last sight the Triplett's had of her, *September Song* was still nosing bravely into the huge seas.

La Pampa (which during this same weather system recorded "seas breaking over the bow" in their log) had aboard \$3 million worth of wheat bound for Taiwan. But Captain Smith offered to divert to Midway Island to drop the three Americans. The Coast Guard said no, sorry, no civilians allowed on Midway. You'll have to go all the way to Taiwan.

Needless to say, Triplett was getting pretty fed up with the attitude problem the Coasties appeared to have about the situation. He put in a call to a friend's stateside office — Senator Pete Wilson — and within

a short time, *La Pampa* was requested to divert to Midway.

The rest of the adventure was uneventful

FINDERS, KEEPERS

Judging from the damage, the weather conditions and the amount of water *September Song* was taking on, it's highly unlikely she's still afloat. However, out of curiosity, we called an admiralty lawyer to see just what the situation would be if someone came across her still out there.

"In a case like this, anybody who puts a towline on that boat owns it," says attorney Cory Birnberg. "Or he gets reasonable recompense from the owner." The deciding factor in this case is that the abandonment was final, without any intention to return. The same is true if anybody comes upon a stranded boat — finders, keepers.

Interestingly, when a vessel is abandoned, the owner can still be held liable for any damage it does. That begged the question of whether it wouldn't be better to scuttle — purposely sink — a vessel when abandoning?

Not necessarily, says Birnberg. If it goes down in a navigable waterway, the owner has the responsibility to mark the wreck or raise and remove it. Sure, the Coast Guard can do it, but they'll still stick the owner with the bill.

in comparison. The seven American personnel on Midway (the rest are Sri Lankan workers) treated the three royally. Ray says a

tour of the island brought back a lot of memories of the War in the Pacific. In a stroke of luck, the once-a-week supply plane arrived the same day they did, and they were able to hitch a ride when it flew out.

The Triplett's are now back home in Lafayette, in good health and mostly good spirits. Ray is still steamed about the Coast Guard's actions, or more accurately, inactions.

"I was on the ham net when the old *Sorcery* did a 360 coming back from Alaska 10 or 12 years ago. The Coast Guard towed that boat 1,000 miles into Kodiak. Now there's a \$250,000 boat out there and they didn't even send a cutter out.

"The impression I got is that the Coasties seem really vindictive about their budget cut-backs. I'll tell you, with that attitude and this Zero Tolerance thing, they are ruining 100 years of a good reputation. In our case, *La Pampa* did their job for them."

All in all, though, Ray is glad that everyone survived the ordeal with only minor bruises. He still feels badly about leaving the boat to fend for herself, and still hopes that she may wash ashore somewhere.

For the future? Well, he and Shirley still plan to enjoy at least some of their golden years ashore. But with 15 straight years of cruising and a lifetime of sailing in their blood, it likely won't be long before you see them out on the Bay again.

"I'm thinking seriously of buying another boat," says Ray.

— latitude — jr

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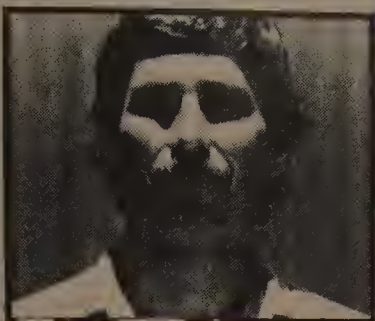
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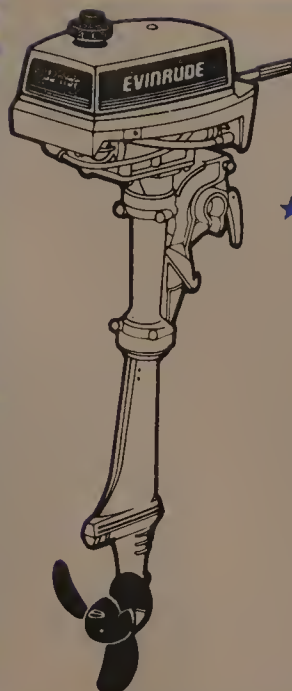


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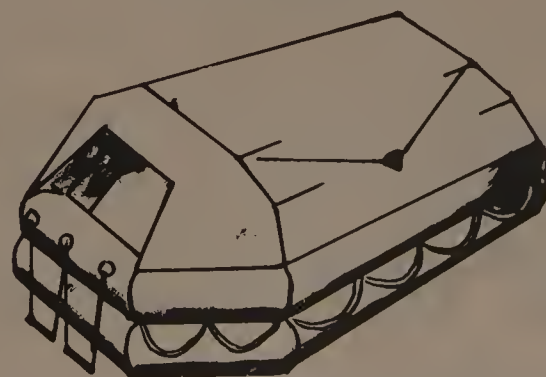
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1988 WEST MARINE PACIFIC CUP

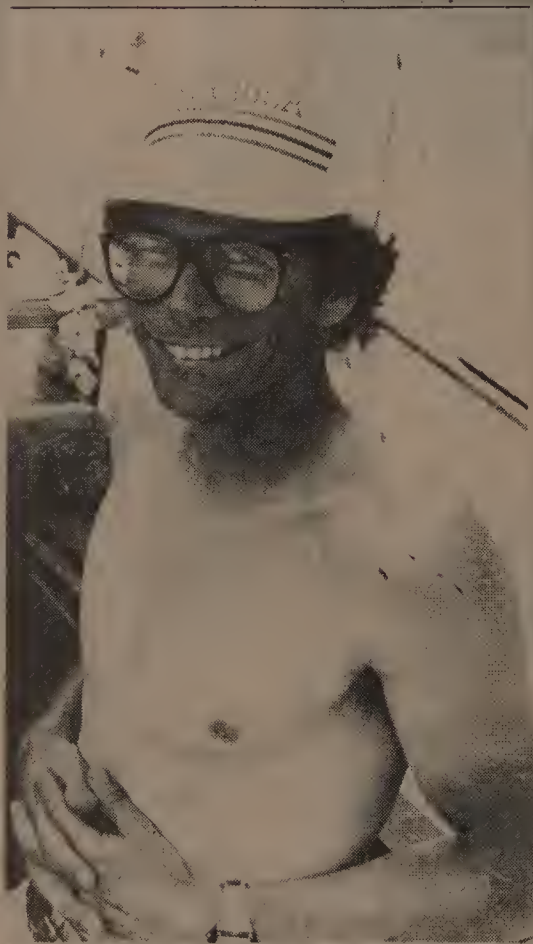
Portland's Dave King was sick when he started July 4th's West Marine Pacific Cup race from San Francisco to Hawaii. Damn sick of hearing everyone from competitors to race committee members use a denigrating nickname for his boat.

Whether it was expressed good-naturedly or not, King disliked the nickname so much he couldn't even bring himself to utter: "Wetsail 32". His mission in the Pacific Cup, therefore, was to prove to the world that Westsail 32's aren't nearly as slow as most people believe.

To say that King accomplished his goal would be an understatement. His *Saraband* beat the entire fleet of 27 boats on corrected time by a comfortable hour and 15 minutes.

An instructor of celestial navigation, delivery skipper and yacht repair man, King knows Westsail 32's just about as well as anyone. In addition to doing some long-distance deliveries on them, he lived aboard and cruised his first Westsail 32, *Gamen*, for 12 years. He bought his second Westsail 32, *Saraband* in April of this year with the specific intention of winning the Pacific Cup.

His first hurdle was getting permission to enter the race. The race announcement decreed a maximum PHRF rating of 180, while Westsail 32's, depending on the area, rate 216 to 230. Not wanting to cause any trouble, King wrote the race committee and asked if he might be allowed to enter. They responded affirmatively — a decision which



Above; a victorious Dave King. Spread; it was a mixed bag of boats that started the West Marine Pacific Cup.

would result in the only big stink of the race.

Had you searched high and low, you probably couldn't have found a more suitable Westsail 32 for King than *Saraband*, for he's a man who believes in keeping things extremely simple. When he cruised his first Westsail 32, for example, he had no knotmeter, no wind instruments — not even a VHF radio. "I was openly criticized for 'negligence'," he says. "but I never asked for help from anyone. But I saw fully-equipped boats having to cut their voyages short and return home because they didn't have the right part for their refrigeration system."

Accordingly, when King purchased *Saraband* in Eureka in April of this year, it was low tech and lightly equipped. There was no spinnaker gear or nylon sails of any type, for instance. There were no controls on the mainsail other than the mainsheet and halyard. The sails, including the roachless main, were all under the maximum size allowed for the rating. About the only luxury was the knotmeter; King had never owned a boat equipped with one.

Despite his determination to win the race, King added very little go-fast equipment to his new boat. The biggest single purchase was a new spinnaker, which blew up beyond repair two-thirds of the way into the race. That forced him to rely on his \$300 backup; a 1968 Hood crosscut chute. Not only was



— THE REVENGE OF THE WETSNAIL 32

PHOTOS BY LATITUDE 38 AND PACIFIC CUP PARTICIPANTS

this spinnaker a technological antique, it was only 70 percent of the maximum size allowed.

Saraband's crew wasn't particularly go-fast either. "Willing, but inexperienced," is King's description.

At the start of the West Marine Pacific Cup, the Portland sailor's chances of winning looked about as good as Reagan's chances of getting elected to a third term. The C&C 31 *Sorcerer* called them for barging at the starting line. Once again not wanting to cause trouble, King tacked away to complete the required 360° penalty maneuver. If the *Westsail* has an admitted weak point, it's with agility. And if King has a weak point, it's with local knowledge of San Francisco Bay tides. The combination of the two wasn't a pretty sight.

"We were last to start," admits King, "and because we missed the tide we were three hours behind the fleet by the time we got to the Golden Gate Bridge." That was clearly the low point of the race for King and his crew.

The highpoint was easily the finish some 14 days and 16 hours later when *Saraband* crossed the finish line in the wee hours to correct out first over a disbelieving fleet that included everything from Santa Cruz ultralights to Taiwan heavyweights. There was no denying it, a low-tech 'Wetsnail 32' with a raw crew had won a TransPac!

Although he knew others would be, King was not shocked by the *Westsail's* victory.

"It's a 7.2 knot boat," he explained. "Her secret is that she reaches 7.2 knots very quickly and easily because she has a very long waterline for a 32-foot boat." Although King and crew were able to get the immensely heavy 20,000-lb 32-footer to slide down some waves at a little over 12

knots, such surges were rare. It was the consistent near hull speeds that set the margin for victory.

The last three days runs, for example, were 161 miles, 168 miles and 172 miles. Not bad for a 32-footer with an undersized antique chute sailing in winds averaging less than 20 knots. Just ask the doublehanded crew on *Black Knight*, a J/30 which finished only an hour earlier. Or the fully crewed *Sorcerer*, which finished an hour later than *Saraband*.

While admitting he's impressed by the raw speed of ultralights, King hopes his victory will enlighten many sailors who seem to be operating under some misconceptions. The main one, King believes, is the infatuation with an extra half knot or so of speed. To get it, he says, you give up a lot of other valuable things. Number one is cold, hard cash. King says that he himself could have saved considerable money had he been content to make the crossing in 15.5 days rather than 14.5 days. Then there's comfort. King, who is prone to seasickness on livelier boats, thinks too many people — especially women — give up sailing because of the unpleasant motion inherent in marginally faster boats. Finally, there's the ability to carry stores. While lighter boats are inherently faster, they can't carry many stores without sacrificing



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Mike Casinelli: "There I was, at the top of the mast . . ."



Portland victors, Steve Rander and Bill Huseby.

performance. *Saraband*, on the other hand, won the West Marine Pacific Cup with more than enough stores leftover to sail back to Portland.

What did Randy Repass, founder and owner of the many West Marine Product stores and main sponsor of the race, think of the Westsail 32's victory? "I think it's great," he said, despite the fact that his ultralight Santa Cruz 40, *Promotion*, corrected out 15 hours behind the Westsail.

While a Westsail 32 victory might be considered a disaster in most major ocean races, in many ways it fits right in with the West Marine Pacific Cup's concept of "the fun race to Hawaii". The idea behind the new Pacific Cup and West Marine's involvement is that the other TransPac's (Los Angeles to Honolulu and Victoria to Maui) have become such rarified IOR events that there is no room for family or weekend warriors to get their competitive kicks across the Pacific. The hope is that a more relaxed atmosphere combined with thousands of dollars of prizes will encourage more average sailors to embark on the great adventure. Since the majority of sailors can relate more easily to Westsail 32's than Santa Cruz 70's, the former's victory was anything but a disaster.

The 'something for everybody' concept of the race was obvious from the various divisions: IOR, doublehanded, and two in PHRF.

While nobody is about to mistake the West Marine Pacific Cup for the super-competitive Los Angeles to Honolulu TransPac, it nonetheless gave maxi sled owners and

charterers an off-year opportunity to duke it out under the traditional IOR handicap rule.

Honors in this year's three maxi sled, five boat, IOR fleet went to Phillip Kahn who chartered the Santa Cruz 70 *Kathmandu* on her last race before being turned over to her new Japanese owner. Kahn, who owns a Baltic 43, *Dolphin Dance*, in Santa Cruz, put together a mixture of TransPac vets and novices. The six experienced hands, which included skipper Skip Allan, Commodore Tompkins, Phil Vandenberg and Jack Otis, had a total of 52 TransPac races under their belts. They were assisted by five novices, including the three women on the "nacho" (as opposed to "macho") watch.

It was not a difficult TransPac for *Kathmandu*. "Except for the cloud cover and lack of moon, it was an extremely pleasurable ride," reported Skip Allan. "The ocean was clean and smooth — perfect conditions. The wind was moderate throughout, 16 to 22 knots. We never saw consistent winds of more than 25 knots and the top was 32 in one squall."

The competition wasn't any more severe. The other two first-to-finish threats were the Nelson/Marek sleds *Swiftsure III* and *Maverick*. Because she'd lost to a rhumb-lining *Merlin* in 1986, *Swiftsure III* began the race on rhumbline or a little north of it. For unknown reasons, *Maverick* sailed even farther north, as much as 140 miles above *Kathmandu*.

The big danger in sailing any TransPac close to rhumbline is that you'll near the Pacific High and run out of wind — which is exactly what happened to *Swiftsure* and *Maverick*. They were then faced with a terrible choice: trying to sail low in light air or jibbing over to the other tack with the result they'd be headed for Tierra del Fuego rather than Oahu. So for all intents and purposes, the first-to-finish race was over early. In fact, when *Kathmandu* was hit by the 32-knot squall, the brain trust decided to drop the chute. And why not? What's the point of risking breaking something when you've consolidated a 43-mile lead?

Kathmandu's line honor victory ride was



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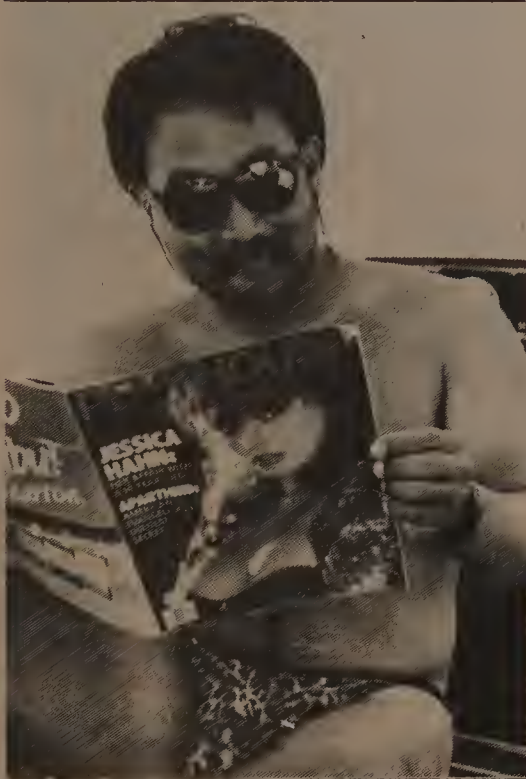


The wild goose got a lei for the Pacific Cup.

marred by just two small problems. The first was the carbon fiber spinnaker pole that broke during a jibe in the black of night. Lifelong seaman Commodore Tompkins worked enough magic with some floorboards and small line to keep it in action for another two days before they had to resort to the aluminum backup. Then there was the vertigo. With no moon and heavy cloud cover, it often became difficult for the driver to know which way was up. A halogen headlight helped, but only slightly.

Kathmandu reported a top speed of about 20 knots and a best day's run of about 290 miles. *Maverick* is said to have put in one 320-mile day. Consistent moderate winds was the order of the race, with no record-breaking fast or slow days. *Kathmandu's* elapsed time of 9 days, 3 hours was well off both the TransPac record of 8 days, 8 hours and the old Pacific Cup record (to Kauai) of 8 days, 14 hours, 53 minutes, 50 seconds.

The Kaneohe YC, a great place to finish.



Most Pacific Cup'ers kept up on their important reading.

If a Westsail 32 winning a TransPac wasn't enough to make traditionalists gag, there was more. Other than *Kathmandu*, all division winners were from that ocean racing capital of the world, Portland, Oregon.

Portland, for those of you who can't quite place it, is 90 miles up the Columbia River from the Pacific Ocean. To Portland sailors, a wave is what you do when saying goodbye to a friend. Wind is something you only read about. In Portland, navigation is strictly by eyeball and the big challenge is to avoid the river current.

Then how does one explain the Portland-based *Magic Carpet* winning PHRF A honors in the Pacific Cup for the third time in a row? Owner Steven Rander, who builds boats for a living, thinks he knows: "Preparation, that's the big thing in a race like this. We had one shackle break on a spinnaker guy and that was it."

Things were indeed a breeze for *Magic Carpet* once she got on the course. It was before the race that she had all kinds of trou-



Linda: "Yeah, I got them to use the sandwich bags the whole trip."

ble. Two weeks prior to the start, one of the competitors successfully protested her rating to the tune of 18 seconds per mile. Unable to appeal, she thus had nearly seven hours added to her corrected time. Had *Magic Carpet* sailed with her original rating, she would have won fleet honors.

A second pre-race problem was delivering the 42-ft cold molded boat down from Portland. Beating into a southerly with just a triple reefed main, the anemometer registered 65 knots before it blew off the top of the mast. Then there was the matter of crew. In order to save weight, Rander decided to sail with six crew rather than the usual eight. When two crewmembers had to cancel out the two days before the race, he was suddenly down to four crew and in dire straits. Fortunately, the Richmond YC produced "two great pickup crew".

As was the case with King and his Westsail, Rander didn't believe in adding a lot of expensive new gear for the race. In fact, he won his class for the third straight time using all the boat's original 1982 sails — except for a 1.5 oz. chute. If nothing else, *Magic Carpet* is a remarkably consistent boat. This is the third TransPac in a row that she's completed in 11 days and 9 hours.

Like fellow Portlander King, Rander also lived aboard for years and considers his boat the perfect 'Keep It Simple, Stupid' cruising boat. The difference is speed. Hitting lots of 12 and 14's and one 19, *Magic Carpet* averaged 7.81 knots for the course, well over *Saraband's* theoretical hull speed. To each their own theories on cruising.

For *Magic Carpet*, the pleasant West Marine Pacific Cup conditions meant a

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Marsha Robben and Chris Brandes made sure 'Kialoa II' didn't sail without culture.



Sue Corenman was skipper of 'Wild Goose', second in PHRF A.

minimum of sail changes. After leaving the Gate with a #4 and a double-reefed main, they rapidly added sail until they carried a full main and #1. Like virtually all the other boats, they set a spinnaker the second morning — incredibly early by normal standards. They carried the 1.5 for a couple of days, the .75 for a couple of days, then went back to the 1.5 for the remainder of the course. Except for adding a tallboy from time to time, that was it for sail changes in 11 days!

The *Carpet* secret maneuver for the race was the two pole jibe, which allows "perfect control over the chute during the jibe". When asked why few other boats seem to do it, Rander had a ready answer: "Because they're idiots." That would be cocky talk from someone who hadn't won division honors three times in a row.

The remaining division in the race was the four-boat doublehanded group. Like the other two Portland division winners, an amiable but goal-oriented Bill Huseby of *Sting* seemed a little shaky on the "fun race to Hawaii" concept. Said the former member of the Stanford Sailing team:

"I come from a collegiate racing background, and the only sailing I do is racing. I've learned that winning is many times more fun than just sailing the course. I bought this boat to win this race and thought of winning the whole time I was putting it together."

'This boat' was, as of January 17, nothing but a Soverel 33 hull and deck languishing in a Portland driveway. Then the 28-year-old Hewlett-Packard mechanical engineer

bought it. For the next four months he and friends — most notably Bob Calloway — labored to attach the hull and deck, put on the keel, install the engine, do the wiring and electronics, and mount all the hardware. On May 13, Huseby and his 19-year-old crew, Joby Easton, went sailing for the first time. Although they "wiped out bad" mid-race, they did just fine at the finish, beating all the boats in the Astoria to Newport, Oregon race. This was followed by victory in the 190-mile Astoria to Victoria, British Columbia, race.

Having delivered a TransPac boat back to the mainland last time, this year Huseby thought it was about time he and other "Portland sailors came down and kicked some butt." Of the three Portland victors, nobody kicked harder than Huseby and Easton on *Sting*. Their margin of victory was a massive 16 hours over *Black Knight*, Steve Rassmussen's J/30 from Monterey.

Like Rander on *Magic Carpet*, Huseby believes that "preparation was the Portland secret". Having built the boat, Huseby and Easton knew it intimately. If there was a noise, they knew exactly where it came from and if it was significant. Thus they had few distractions. They methodically checked everything during the race, too, although it wasn't necessary. "Basically nothing went wrong because I'd spent so much time thinking things over before the race," says Huseby. Even relatively minor things like leathering the guys where they go through the spinnaker poles.

Huseby was surprised at the number and variety of problems other boats experienced. "It was amazing how many boats couldn't get

their engines to run or batteries to charge." Such distractions would be unacceptable to Huseby, who wanted all energy directed toward getting the boat to the Kaneohe Bay, Oahu finish line as quickly as possible.

With just a two person crew, energy was always in short supply on the doublehanded boats. As you might expect, the crew of *Sting* tried to combat the lack of it. Weeks before the race started, Huseby and Easton began sleeping at alternate times, simulating the on-off pattern they hoped would last through the race. In reality, none of the doublehanded entries was able to stick to a watch schedule; driving at night was just too debilitating.

Abandoning the idea of set watches, Huseby or Easton would drive until they couldn't take it any longer. "I'm getting dangerous," the one driving would yell to the other when sleep was imminent. The amount of time they could drive varied





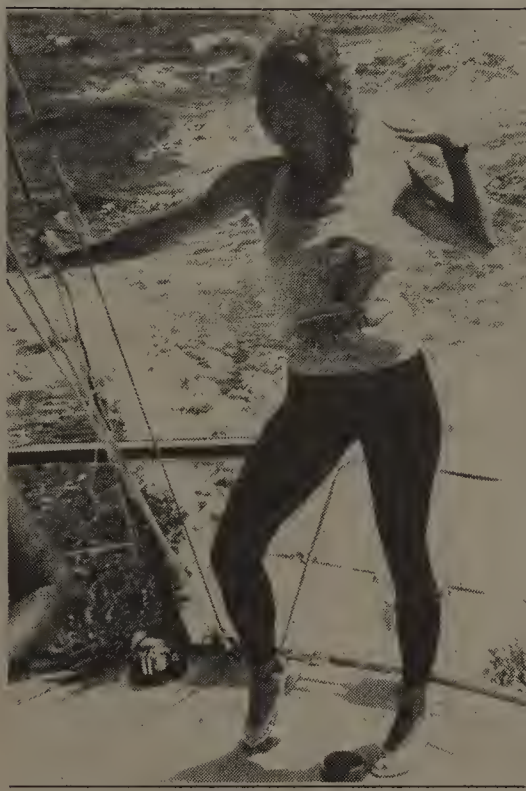
Not all boats were equipped with fresh water showers.

tremendously. During the day, when they could see the waves, they might steer for five hours at a time. Sometimes at night they could only drive 15 minutes before requiring relief.

Doublehanding to Hawaii at top speed is not a leisure activity. According to Huseby's calculations, they did four things. 1. Drive; 2. Sleep; 3. Navigate; and, 4. Eat. On days when they weren't too tired or busy, they sometimes found time to take a pee. "There was very little chit-chat," says Huseby, "if you didn't have something that needed to be done, you layed down and immediately fell asleep."

Even while sleeping, each remained amazingly in tune to how the boat was

Eventual IOR winner 'Kathmandu' got a great start out the Gate.



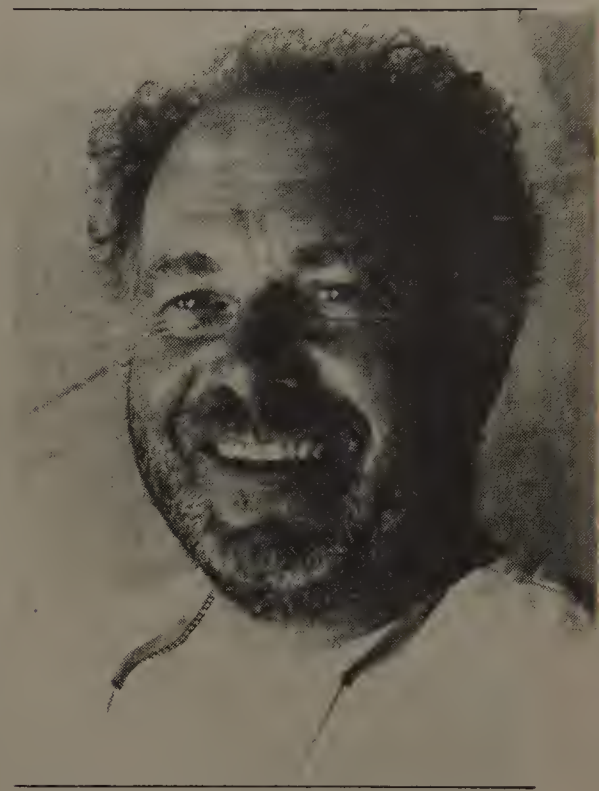
Rainy Bassano of 'Promotion' loosens up for her 'strobe light dance'.

doing. "We could always tell when the person driving was changing a tape in the Walkman."

Sting's pre-race and during-the-race efforts reaped immediate rewards. Putting in 200 miles the second day out, they forged themselves a comfortable lead. Huseby then positioned *Sting* slightly to the south of the competition, consolidating their advantage. "If we parked, our competition would park, too." But instead of parking, they kept clicking the nautical miles off and increasing their lead. "We wished there had been more doublehanded entries. After awhile, we started looking to pick off the crewed boats."

All in all, it was an outstanding performance by a couple of guys who had a total of about 1,500 downwind miles prior to the start.

We must confess, however, our favorite crew in the whole race were the Southern California doublehanders Mike Casinelli and



Ned Flohr is ready to sign up for the 1990 race.

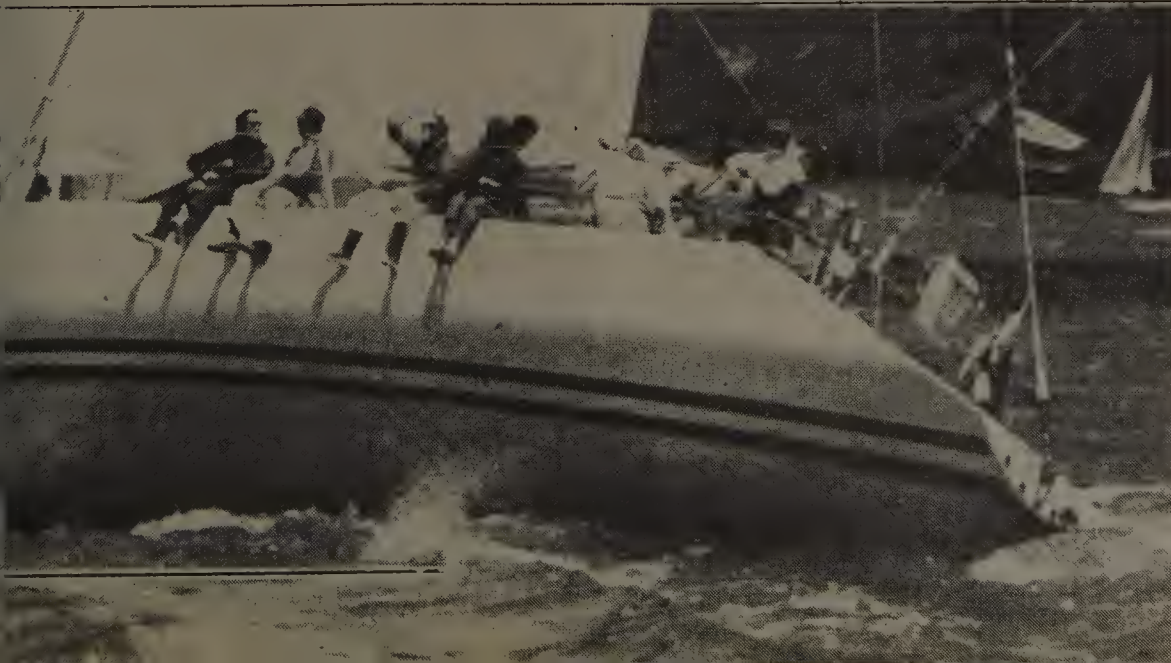
Terry Lingenfelder aboard the *Wylie 34, Stinger*. Doublehanding to Hawaii in your early 50's may not be a piece of cake, but veterans of many prior TransPac's, Casinelli and Lingenfelder aren't about to stop milking life for all its experiences and laughs.

You have to picture them out in the middle of the Pacific when the main halyard breaks. Oh shit! Never in their long — and very eventful — sailing careers has anything like this happened before. On a masthead rigged boat this wouldn't be a problem. One of the two of them would ride a spinnaker or jib halyard up to the masthead and rig a new main halyard. The *Wylie 34*, however, is fractionally rigged, and it's a long eight feet from the hounds to the masthead.

To make a long story short, Casinelli makes three trips up the mast, the second one a three-hour marathon in which he's banging the insides of his legs all to hell. Because of his additional weight at the top of the mast, the boat is rocking crazily in the waves from side to side. If you've never been aloft for a prolonged period in a seaway, you can't imagine the exertion, the fatigue, and the fear that comes with it.

During Casinelli's marathon at the top of the mast, there was a long stretch during which he couldn't have gotten down without Lingenfelder's help. At this point the two jokers get into a somewhat macabre discussion about what would happen if Casinelli died of a heart attack at the masthead, or if Lingenfelder suddenly fell overboard. What would the other do?

There was no way Lingenfelder could get his mate down from the top of the mast. And if Lingenfelder fell over, Casinelli would be



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Fleet	Class	Boat	Type	Skipper	Elapsed	Corrected
IOR						
16	1	<i>Kathmandu</i>	Santa Cruz 70	Phillipe Kahn	09:03:23	03:21:41
19	2	<i>Swiftsure III</i>	Nelson/Marek 68	George Folgner	09:08:02	04:00:54
20	3	<i>Maverick</i>	Nelson/Marek 68	Les Crouch	09:10:28	04:04:23
21	4	<i>Sorcerer</i>	C&C 30	Greg Cody	14:18:55	04:16:42
23	5	<i>Petard</i>	Farr 36	Clauser/Tosse	13:10:33	04:21:50
PHRF A						
3	1	<i>Magic Carpet</i>	Schooner Crk 42	Steve Randier	11:09:40	09:08:47
5	2	<i>Promotion</i>	Santa Cruz 40	Repass/Rogers	11:00:56	09:19:36
6	3	<i>Bandit</i>	Swan 47	Warren Rosendale	11:13:28	09:20:04
9	4	<i>Tin Man</i>	Barnett 46	Ned Flohr	11:20:45	09:22:10
11	5	<i>Ursa Major</i>	Luffe 44	Cal Maritime	11:11:52	10:01:22
13	6	<i>Camille</i>	Stewart 42	Perman/Bowers	12:16:17	10:05:38
18	7	<i>Kialoa II</i>	S&S 73	Frank Robben	10:18:53	10:10:50
27	8	<i>Gate Crasher</i>	C&C 41	Club Nautique	13:16:01	11:15:43
PHRF B						
1	1	<i>Saraband</i>	Westsail 32	Dave King	14:16:53	09:04:04
2	2	<i>Wild Goose</i>	Nordic 40	S. & J. Corenman	12:03:28	09:05:19
4	3	<i>Puffin</i>	Freedom 36	Stuart Wilson	12:15:07	09:14:06
7	4	<i>Adios</i>	Columbia 43	Howard Shaw	12:15:47	09:21:05
8	5	<i>Alpha</i>	Stephens 47	Ralph Wilson	12:17:21	09:22:05
10	6	<i>Tamarin</i>	Sabre 30	Richard Burton	14:06:01	10:00:14
12	7	<i>Ma Rousse</i>	Hans Christian 48	Bud Moody	13:12:17	10:03:13
15	8	<i>Ghost</i>	Morgan 38	Louis Ickler	14:06:59	10:08:07
17	9	<i>Ho'onanea</i>	Nordic 40	David Brown	13:08:14	10:10:05
24	10	<i>Calliope</i>	LaFitte 44	Frank Morrow	14:06:20	11:00:02
28	11	<i>Wyvern</i>	Liberty 57	Leroy Lamoreaux	DNF	
Doublehanded						
14	1	<i>Sting</i>	Soverel 33	Huseby/Easton	12:06:06	10:04:04
22	2	<i>Black Knight</i>	J/30	Rasmussen/Nation	14:14:49	11:00:25
25	3	<i>Stinger</i>	Wylie 34	Terry & Mike	14:05:46	11:03:01
26	4	<i>Ankle Biter</i>	Santa Cruz 27	Belland/Farrell	14:11:48	11:07:54

stuck at the top of the mast forever. Somehow the two thought all the possibilities — Lingenfelder crossing the finish line with a dead Casinelli at the top of the mast, or Casinelli singlehanded the Pacific at the top of the mast — were at least as hilarious as they were gruesome.

But that's how it is with shorthanded sailing, which has proven to be a far more powerful mind-expander than LSD ever was. Just ask the competitors about the voices they heard, the strange things they saw, the wild dreams they had. Want to get high naturally? Just say 'yes' to shorthanded sailing.

As expected, the West Marine Pacific Cup had its share of unusual breakdowns. *Calliope*, Frank Morrow's LaFitte 44, got off to an embarrassing start. While waving goodbye to friends at the dock, the hub of the Martec prop fell off, and the prop went to the bottom. It took them a day to get a new one and restart. You know what happened when they crossed the finish line at Kaneohe and tried to motor in? Yep, the new prop fell off.

It was a miracle that Randy Repass' Santa Cruz 40, *Promotion* even made the starting line. While being delivered up the coast two

days before the start, the engine lost oil and froze. Who do you call on 4th of July weekend when you need a brand new Yanmar installed in two days. Despite having a wedding to attend, Tom Hall and two assistants pulled off the miracle — with great help on the part of *Promotion's* three-couple crew.

Although we never got to talk to any of the crew, early leader *Camille* fried their SatNav. A detour in the direction of the Big Island cost them dearly in the standings.

Then there are the benefits of having a big heavy boat. Although *Kialoa II* displaced more than the other three maxi's combined, it did enable her to carry the right tools for certain jobs. Like fixing the butt end of the spinnaker pole. The day after it broke, owner Frank Robbens was able to drag out the acetylene welding torches and make the proper repairs.

The biggest structural change in the new West Marine Pacific Cup is the Kaneohe Bay, Oahu finish — as opposed to Nawiliwili, Kauai. Veterans of previous Pacific Cups, like Steve Rander of *Magic Carpet* and Jim Corenman of *Wild Goose* were lavish in their praise of the Nawiliwili YC. Nonetheless, they had to confess there was just no comparison. Nawiliwili just didn't

have the membership or physical facilities to come anywhere near close to handling such an event. The Kaneohe YC, on the other hand, is a big club with tremendous facilities for finishing a TransPacific race.

Unprompted, finisher after finisher heaped praise on the graciousness and hospitality of the Kaneohe YC staff, who were so good at finishing boats, guiding them through the tricky channel, welcoming them at the docks and making them feel at home. Not a discouraging word was heard on that matter.

When competitors finish the L.A. to Honolulu TransPac, the first thing they do is head to the peaceful and lovely other side of Oahu. At Kaneohe Bay, West Marine Pacific Cup finishers are already there. What a lovely place to finish! The gorgeous pali's are in the background, it's green everywhere, it's quiet and and there's not a hotel in sight. The Kaneohe grounds are superb; there are adult and children's swimming pools, tennis courts, lots of lawn, dirt cheap food and drinks all day, great showers, and room for most of the boats to pull right up to the bulkhead. As for off-boat accommodations, the Kaneohe side of the island is scattered with either reasonable houses to rent or bed and breakfasts at 40 percent the cost of Waikiki's luxury tenements. For the many young men who are understandably lusting after the thousands of knockout ladies of Waikiki, it's only about 25 minutes by bus or car. Make no mistake, Kaneohe is the place to finish a TransPac.

Another big difference between the West Marine Pacific Cup and the traditional



— THE REVENGE OF THE WETSNAIL 32



Damage was light this year, such as to 'Ghost's' spinaker sheet.

TransPac, is the spoils. In the L.A. TransPac you get pickle dishes. In the West Marine Pacific Cup, no boat skipper walked away with anything less valuable than a new EPIRB. Literally thousands of dollars of prizes were presented at the awards dinner attended by some 500 people, and you didn't have to place to win a prize. Top award was probably the Nissan 5 hp outboard, worth in excess of \$1,000.

It's difficult to predict the future, but it would appear that this year's West Marine Pacific Cup gives the once-flagging Pacific Cup a huge boost and puts her on a new course. A number of entrants like Ned Flohr on *Tin Man* promised to return for the next



The Westsail 32 'Saraband', a new look for TransPac winners.

race. Flohr says the Pacific Cup has a big appeal to the Pacific Northwest PHRF'ers, who are shut out of the dwindling Vic-Maui IOR race. He notes that his heavy 46-ft cruising boat would have to give lots of time to a Frers 50 in that race. Pacific Northwest attendance in the Pacific Cup has grown each time anywhere; from one or two boats in the past to six this year.

The more relaxed atmosphere of the West Marine Pacific Cup was cited as a positive feature by many competitors. Although many entrants said they sailed as hard as in other TransPac's, most brought more food and crew than normal.

Gracious to all finishers, the Kaneohe members turn out in force for their own 'Ho'onanea.

If we were to pick a single boat that embodies the "fun race to Hawaii" spirit of the West Marine Pacific Cup, it would probably be Frank Robben's 73-ft *Kialoa*. A former winner of the L.A. to Honolulu TransPac that doesn't have a chance in the world in that race anymore, owners Frank and Marsha and the 14 crew had a great time on the Pacific trek.

First of all, the sailing was delightful and relaxing, partly because there were three watches instead of just two. Secondly, there was the food. Chef Joe cooked 450 sensational meals during the trip, including *chateaubriand*, cornish hens stuffed with sausage, lasange, and appetizers such as buffalo wings and ceviche. "I cook for four hours and you eat it in ten minutes," was his only complaint. Thanks to the watermaker, everybody showered every day or two. "The cleanest ship in the TransPac," quipped one. Then there was the music that accompanied the meals and daily sundowners. Marsha Robbens played the violin, Chris Brandes the flute, Frank Ansak the recorder and Matthew the bongos.

Oh, how can we forget Kango Shimada who'd played guitar on *Kialoa*? The Japanese member of the United Nations Staff knew more American traditional songs than the Americans: *Tom Dooley*, *Old Smokey*, *500 Miles*, *When the Saints Come Marching In*, *The Hawaiian Wedding Song*. Shimada, who drives a Cadillac because he thinks big American cars are safer than little Japanese cars, had a terrific time on the race and someday hopes it will be called the West Marine Pacific Rim Cup. Here! Here!

— latitude 38



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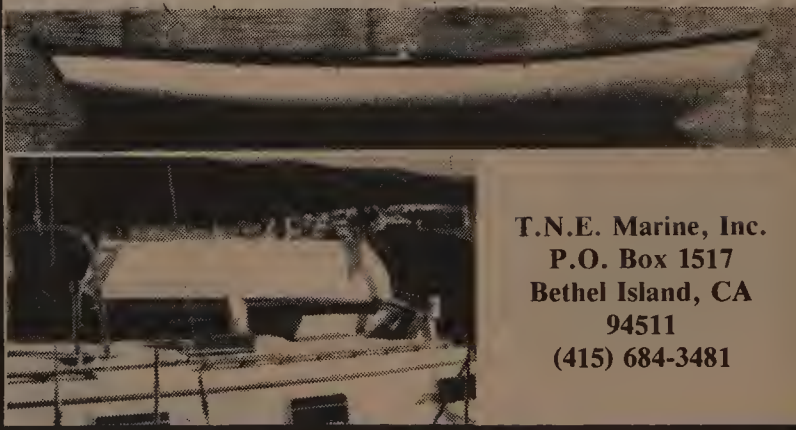
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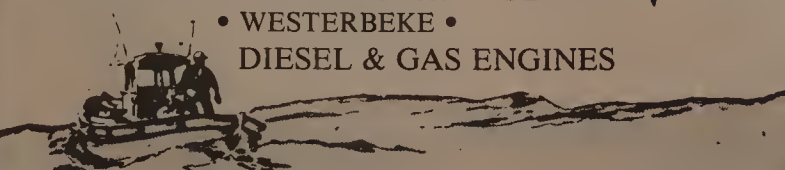


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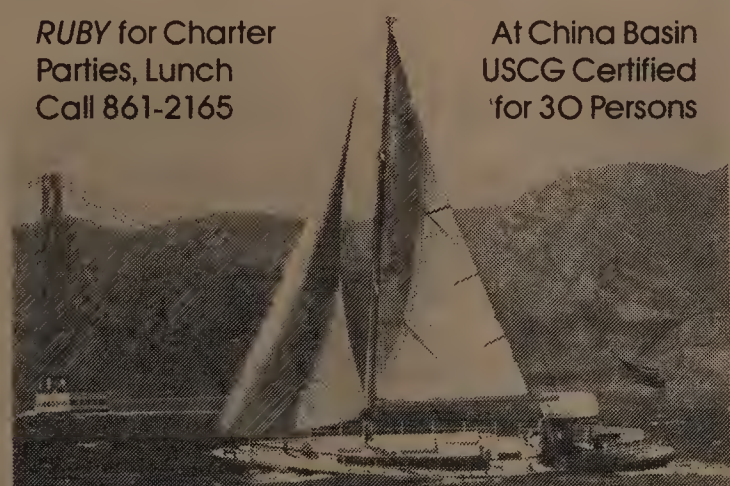
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MARK RUDIGER



— THE OCEAN SURFER

Dick Newick, resident of Martha's Vineyard off the coast of Massachusetts and one of the leading multihull designers in the world today, says that those of us on the west coast have yet to see a really modern trimaran. Those that have plied the Pacific waters, such as Mike Kane's *Crusader*, just don't seem to measure up to east coast standards if we are to believe Newick. Indeed, they may not.

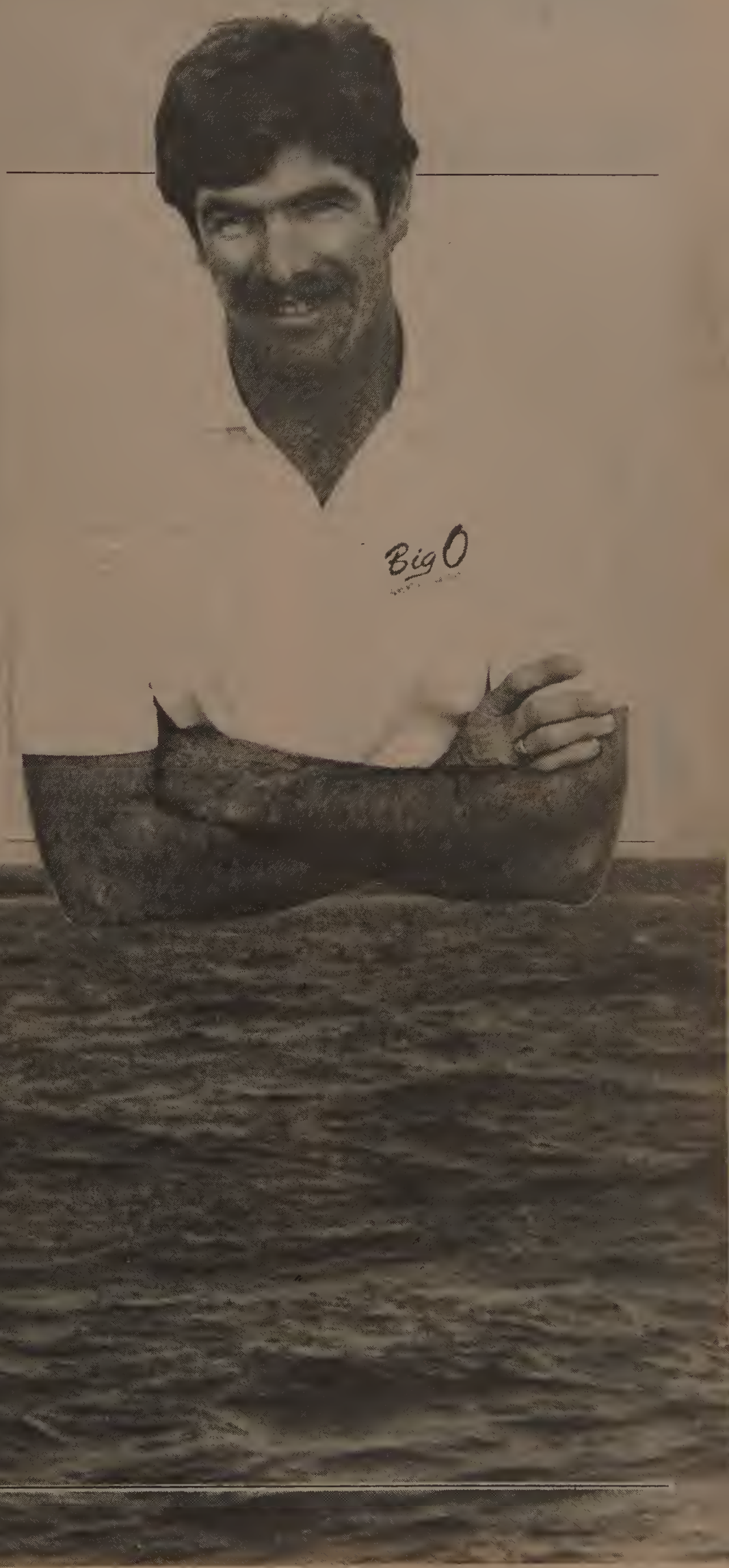
Our sailors do, though. One who recently proved that was Sausalito's Mark Rudiger. In June, he piloted Newick's latest creation, the 40-foot tri *Holsten Ocean Surfer*, to second in class and 16th to finish in the 100-boat Carlsberg Singlehanded Trans Atlantic Race (CSTAR). While Mark has extensive monohull experience, both on crewed and solo efforts, he had spent relatively little time in multihulls. He took to *Surfer* with an ease that impressed Newick.

"I knew within the first few minutes of meeting Mark," he says, "that he was a really good sailor."

Mark Rudiger's shoreside behavior can fool you, though. The 33-year-old with the long, freckled limbs, brown hair and moustache and a slightly cockeyed look moves ever so slowly. Not lethargically, just slowly and deliberately. He takes his time working through a sentence, too, each word following the next in a measured pace.

Right, Mark Rudiger. Spread, 'Ocean Surfer' struts her stuff.

BILLY BLACK



MARK RUDIGER

Sitting in the oiled teak cockpit of his 32-foot sloop *Shadowfox* (which started life as a Carlson 29 but has been modified since), the blue Sausalito sky high overhead, it's hard not to drift away at times. The sun is hot, since the wind and fog have not yet crept over the hill to the west, and it looks like they may not at all today. You could sink into this laid-back lifestyle, just sitting around shooting the breeze, watching a couple of fellows across the way sanding the wooden decks of an old sloop, talking about breaking for a beer in the next few minutes.

Mark Rudiger is hardly one who has sunken into anything. A regular on the local racing circuit, he is one of those fellows who makes a boat go, whether he's driving, trimming or navigating. He has extensive blue water cruising experience, including two long South Pacific passages he's made with his wife, Kay, in the past six years. Since 1977, he's been campaigning singlehanded races, topped by a victory in the 1984 TransPac to Kauai.



HOLSTEN BEER

PR duty. "Holsten really is good beer," says Rudiger. "No kidding."

Like multihulls, singlehanded ocean racing on the west coast is still relatively low key compared to the pressure cooker atmos-

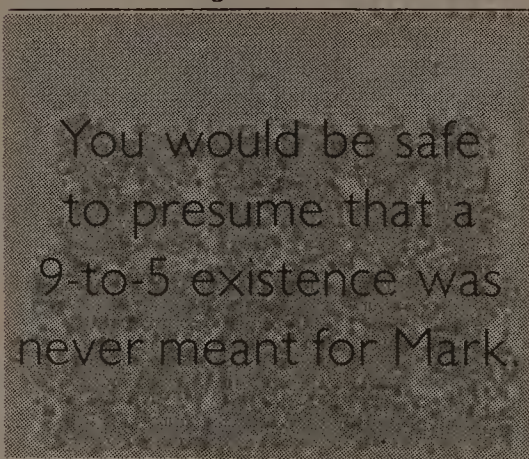
phere in the Atlantic between New England and Europe. Mark had always had the TransAtlantic race (which he refers to as the Olympics of singlehanded) in the back of his mind, and it was through a serendipitous turn of events that this summer's adventure took place.

But first, let's turn back the clock a bit. Mark's dad, Rudolf, was Swiss by birth and, among other talents, a professional Alpine skier. Mark's first six years were spent at the base of Heavenly Valley in South Lake Tahoe, where his dad built one of the first houses on Ski Run Boulevard. The second eldest of four and the only son, Mark grew up skiing.

In 1959, though, Rudolf took the notion to sail around the world. He packed up his family and went to Poole, England. There they found a 42-foot double-ender and took up residence for a year to prepare for the odyssey. Mark hated England and attending school there. The only joy in his life was sailing to class every morning in the family's 10-ft gaff rigged dinghy.

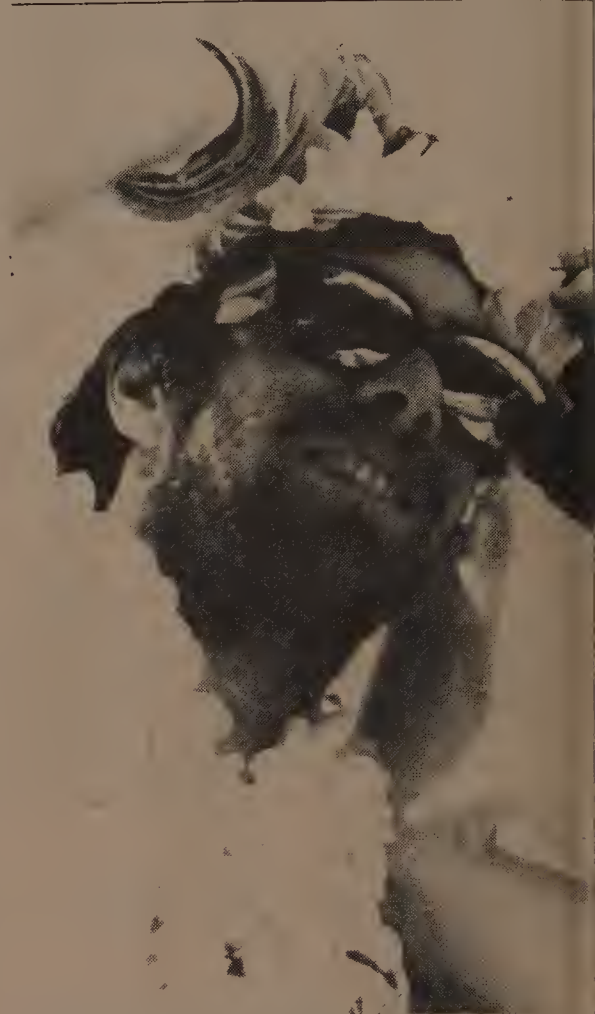
"You could say that was the start of my singlehanded career," he says now.

Rudolf's circumnavigation never unfolded as planned. When they finally set off, a winter storm hit them in the English Channel. "We floundered our way into France on top of a flood and in the middle of an oil spill," Mark recalls. "We got the shit kicked out of us." They finally made it to Spain, but took a hard left for a two-year residence there and cruising the Mediterranean rather



than risk more open ocean misadventures.

Living onboard and discovering new ports of call was like a "full-time Disneyland" for 8-year-old Mark. He and Rudolf spent time together sailing and racing dinghies. Formal education was sporadic, although the kids

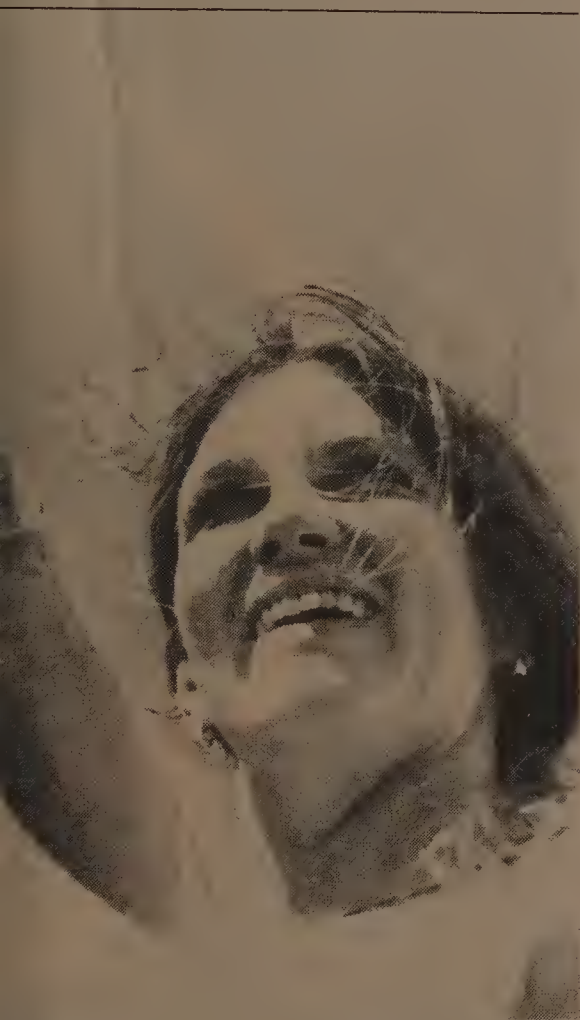


Kay Rudiger congratulates hubby at the finish of the 1986 Singlehanded TransPac.

were taking American correspondence courses. They also spent time in Switzerland where Rudolf, who had experience in electronics and television, worked as an American sales rep for Telefunken. In 1964, they were taking the boat to Italy when a fire broke out. Rudolf was the only one onboard at the time, and he abandoned ship shortly before it blew.

Mark's mom had had enough. The family Rudiger returned first to Lake Tahoe, then to San Francisco in 1966. Their new boat was a Newport 20, which Mark and Rudolf raced in MORA. Skiing became a sport of the past as Mark took to sailing full-time. Among his rides were dinghies such as the 420 and OK, Rolfe Croker's Cal 36 *Ano Nuevo* and Cal 39 *Tenacity*, the Columbia 39 *Jigtime*, the Morgan One Ton *Shearwater*, the Kettenburg 40 *Marilyn* and Bill Clute's Ericson 39 *Chiquita*. More recently he's been on Bill Erkelens' Wylie 40 *Lois Lane*, Irv Loube's Frers 46 *Bravura* and Clute's *Annabelle Lee*.

You would be safe in presuming that a nine-to-five existence was never meant for



LATITUDE JR

Mark. In 1972, he and his dad embarked on a business venture designing and building white water kayaks and canoes. Called "Go Boats," with 12 and 15-foot versions, they were self-rescuing and could be paddled or sailed with a Laser-type rig. They built 100 of them in four years in their San Rafael shop. Mark also became interested in beach catamarans at the time, and he and his friend Mike Sweeney took on building a C Class cat as well. "Cats were the ultimate in speed," says Mark.

If wanderlust is hereditary, then Mark inherited a dose from Rudolf. After taking a crack at naval architecture, he fixed on the idea of — what else? — buying a boat and sailing around the world. Unlike his dad, though, he wanted to do it singlehanded. "Being a control person by nature — you could call me a tiller hog — I like to drive and trim according to my own plan. With a crew you're always second-guessing."

Enter *Shadowfox*, which was then painted blue and was not exactly in seagoing shape. In their first race, the 1977 singlehanded Farallones contest, Mark led his class to the rocks but took a nasty knockdown on the return that broke the skeg and bent the rudder post. Without an engine, he had to rely on his wits and limped home. "It felt good to overcome those obstacles," he says.

Financing his dream was another issue. His friendship with Bill Edinger, which had started back in the early 1970's when they both worked at Sausalito's Baumann and Miller chandlery, grew into a partnership. Today, their Edinger Marine Services handles heating and refrigeration systems, corrosion control, air conditioning and propane systems. "We learned as we went," says Mark. They also worked out a deal that allowed one to sail while the other worked and vice versa.

Still, Mark saw that going it alone would be a hard road. He sensed the need for a more intimate partner, but knew that "she would have to pass a rather rigorous initiation test." In 1977, he met Kay. She was interested in the 'Rudiger Challenge'. First, there was the windy trip to the Farallones, followed by a Channel Island cruise. Kay passed with flying colors, according to Mark, and she was interested in sharing the time and money requirements that it would take to go cruising. They've lived aboard and sailed *Shadowfox* together ever since.

Mark competed in the 1986 singlehanded

Kay virtually rebuilt *Shadowfox*. They added a winged keel, moved the rudder aft two feet, installed a solid dodger, redesigned the bow and cold molded a new hull exterior with Kauri wood.

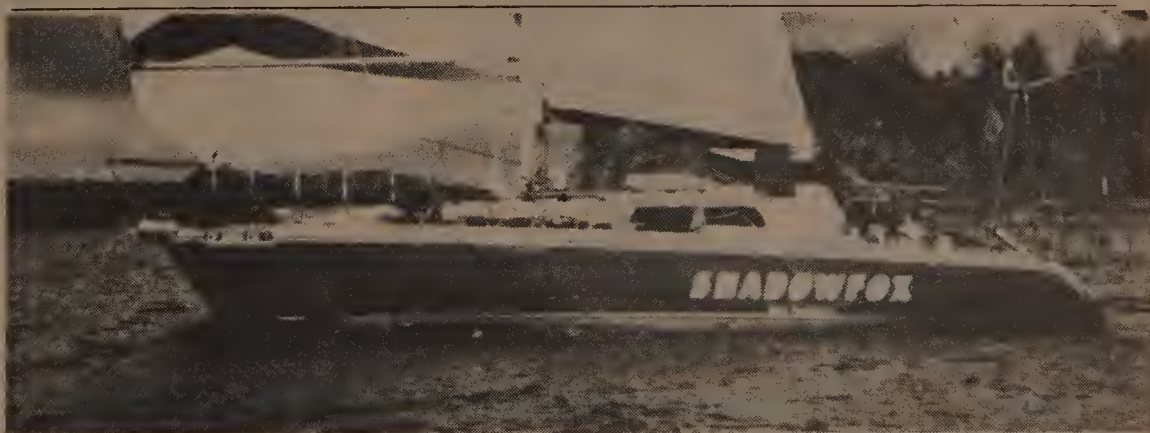
The trip was also Mark's real introduction to ocean multihull sailing on the Crowther 40 trimaran *Bullfrog*, which was first to finish in the race to Hawaii. Mark went racing with skipper Ian Johnston and his lady Cathy Hawkins. They taught him about how to sail the boat and Mark showed them some tips on racing tactics and how to tack downwind. Mark liked what he saw.

Concurrently, things were happening back in Sausalito. Peter Hogg, owner of the Newick 40 catamaran *Tainui*, had asked Mark if he would join him for the 1988 doublehanded race around Australia. Mark said sure, as long as they didn't sail a proa outrigger or a catamaran. Mark knew those boats, which require flying a hull to reach maximum potential, can be dangerous at sea. A trimaran, on the other hand, acts more like a monohull.

While Mark and Kay were in the South Pacific, Hogg was doing his homework. When *Shadowfox* returned to the Bay Area in September 1987, her crew was invited over to dinner at Hogg's. Mark was surprised



'Shadowfox' started out as a Carlson 29. Mark has made so many modifications, though, that "Rudiger 32" would be more accurate these days.



race to Hawaii, failing to repeat his victory in 1984. But the race was a jumping off point for a cruise to New Zealand, where he and

to find Dick and Pat Newick there as well, along with blueprints for a brand new, third generation 40-foot trimaran. Newick, who

MARK RUDIGER

has been designing multihulls since 1957, is perhaps best known for Moxie, the 60-foot trimaran which Phil Weld sailed to victory in the 1980 singlehanded TransAtlantic race, then known as OSTAR.

"I told him the boat looked great," recalls

"With a crew
you're always
second-guessing."

Mark. "Then I asked him when was he going to build it. He pulled out some pictures of the boat being built by Nat Bryant in North Falmouth, Massachusetts. I couldn't believe it! Newick told me that he and his partner Alan Butler had built it on speculation. They were still without a sponsor or a skipper. Peter and I talked about my sailing it in the CSTAR and then shipping it to Australia for the doublehanded race. We figured we could compete in three oceans in six months."

Newick, who attended UC Berkeley in the early 1950's (where had captained the sailing team that included Lowell North and Bill Ficker), says that his interest is fast sailboats, no matter how many hulls. The 40-foot design he showed Mark and Peter was called *Ocean Surfer*. Perhaps its most outstanding feature was the canting mast. Mounted on a track, the base of the spar can be swung from

The canting mast, fabricated by Rick Haslet of Martha's Vineyard out of strip planked spruce with carbon fiber, offers more stability and drive. By moving the base to leeward when the boat is heeled over, you reduce the depressing moment (i.e. the downward pressure) of the rig, which in turn lightens the apparent weight of the boat. You can also play with the slot between the main and jib, which is sensitive to adjustments as small as two or three inches. Finally, tri's tend to have a lee helm while reaching and by playing with the mast you can balance the helm as well as raise the centerboards for less wetted drag.

In October, Mark flew to Martha's Vineyard to test sail *Ocean Surfer*. He and Newick hit it off and Mark loved the boat. "It was strong, fast, state-of-the-art — and available," he says. "And Dick and I thought alike on the subject of ocean racing: not only do you get there, but you get there first."

By March 15, *Ocean Surfer* still didn't have a corporate sponsor, which would be needed to foot the \$60,000 to \$70,000 bill. Mark decided to gamble that somehow the money could be found, and headed off to Nassau to catch up with the boat. He completed his qualifying sail by the March 30th deadline and proceeded to Florida to prepare for the feeder race to England via Bermuda. It wasn't mandatory to do the

The nav station/galley/main salon — 'Surfer' doesn't have a big interior.



BILLY BLACK

side to side. Newick got the idea from windsurfers, which, he says, have "a lot to teach those of us with slower boats."

preliminary singlehanded, but Mark thought the experience would be valuable, which proved to be the case. Another 40-foot



Newick design, Steve Black's *Eagle Premier*, beat him to Plymouth, but Mark had put 6,000 miles under his stern in two months and was ready for CSTAR.

Compared to monohull sailing, Mark says trimarans roll very little, track extremely well and are able to sail themselves fast. Upwind in winds up to 30 knots apparent, because of their tremendous stability, light weight and minimal resistance, they continue to accelerate. The downside is that you have to be very attentive, since 'escape velocity' is easily reached. Capsizing and pitchpoling are constant dangers. The speed and lightness are also nerve wracking, and the boats are mentally and physically harder to sail, but at those greater speeds you spend less time at sea. "When the conditions are right," says Mark, "you can really knock off a lot of miles. In my training runs I averaged about 270 miles a day."

Sailing into Plymouth, England, stirred many old memories for Mark. There were castles onshore and a myriad of colorful

— THE OCEAN SURFER



Mark is also a fan of ULDB boats. Here he's driving the Mull 30 'Sparky' back from the Farallones.

boats on the water. The Brits, being an island people, welcome those who sail to their shores, especially the TransAtlantic racers. There were some familiar faces to welcome him as well, including *Bullfrog's* Ian Johnston and Cathy Hawkins, Hans Bernwall from Sausalito's Scanmar Marine, Dick Newick and fellow Sausalitan and CSTAR racer, Mike Reppy, sailing the Shuttleworth 42 trimaran *Damiana*.

The bulk of the fleet was made up of Americans, English and French sailors. The latter, with their full sponsorships, pushy media crews and different language, were the 'Klingons' in Star Trek talk. The Yanks and Brits tended to bond together. Few in this group had full financial backing.

Mark's sponsor, Holsten Bier, came on-board as he was sailing to England. Not only did they pitch in \$25,000, but having extra cases of good, strong beer to oil the wheels of bureaucracy helped.

"I needed some welding done the day

before one of the warm up races," Mark recalls. "The fellows at the shop told me there was no way they could get to it that day, but I came back with a case of Holsten and they said 'Sure thing, mate!'"

By the starting gun, Mark was ready to go. *Holsten Ocean Surfer* would be favored in nasty weather, which frequently visits the TransAtlantic fleet. For the first week, things went pretty well according to plan and Mark led his class or was tied with Nick Bailey's 40-foot trimaran *MTC*. The glass enclosed cockpit with its forward facing seat — Mark calls it his 'F-14' — paid big dividends. He was protected from the cold North Atlantic weather and, with the wheel mounted on the side of the cockpit, he sat facing forward and didn't have to crane his neck to the side for hours at a time.

Halfway through the race, the wind went light. Finding himself near the iceberg flow from the Arctic, Mark headed south, anticipating the southwesterlies that fill in near New England. Those winds didn't materia-

lize and the boats that stayed north benefited. A passing low brought more wind and Mark ground down the boats he had lost, but still couldn't catch *MTC*. He finished second in class and 16th overall.

Both Mark and Dick Newick were disappointed, although neither faults the boat. Mark, after realizing this was his first Trans-Atlantic race and first multihull race, eased up on himself, too. *MTC* had twice the buoyancy of *Ocean Surfer* and ten feet more rig, making her more light air efficient.

"I would like to do it again," says Mark. "I know I have the ability and now I have the revenge factor in my favor, too."

Hogg's plans to ship the boat to Australia and race doublehanded didn't materialize, so Mark's back in Sausalito now. There's work to do on *Shadowfox*, and he's got to sort work out with Bill Edinger. And there's more sailing to do.

"I'll go out on anything with a sail that performs well, and I'll cruise some more too," he says, ever the eclectic. Multihulls look good, and so do maxi monohulls. He'd like to take a crack at the TransPacific multihull record, and then there's the Formula 40 professional race circuit.

Newick adds that *Ocean Surfer* is for sale "at far less than the \$250,000 we have invested in it." Perhaps, as he argues, it's time for the west coast to experience a 'real' trimaran.



Mark helped develop Margas, a self-contained propane system for boats.

Such a situation would balance the books. We showed them what a good sailor looks like, and it looks like Mark Rudiger.

— shimon van collie

WIND, GUTS AND CREWCUTS —

“The Northwest gang did it this year!” exhorted Barry Bristol as he pumped the hand of fellow division winner Bill Stange. The scene was the awards ceremony in Hanalei Bay, Kauai; the event, the 1988 Singlehanded TransRac.

and after the start I just blasted off for that,” he says. However, after listening in on conversations between the more northerly boats

the boom,” says Bill. “I put everything I could find into the two halves — the spare tiller; the boat brush handle broken in three pieces; the oar — then pushed them together and lashed up the whole mess. It held the rest of the way.”

No such luck with the spinnaker pole track. A few days after the boom fix, the pole tore a one foot section of track right off the mast. No problem, thought Bill, just attach it lower. That section pulled off the next day. Bill clipped the pole to the remaining foot or so of upper track and took some lashings around the mast. That lasted two days before ripping off. “From then, I just tied the end of the pole to the mast. It made jibing a hassle.”

Barry Bristol didn't have nearly the gear

Barry was right on. He and Stange, of Seattle and Port Townsend respectively, not only won Divisions II and I (also respectively), but Stange beat the monohull record that has stood since the inception of this race in 1978.

It was a windy one right from the June 25 start. Most of the 14 competitors went out the Gate with a reef tied in and didn't shake it out until the third day. Several participants, including Bristol and Peter Hogg on the first-to-finish catamaran *Tainui*, also came down with a flu-like bug that kept them nauseous and sleepy those same three days. Thank goodness for autopilots.

Stange's participation was more serendipitous than most. He'd been interested in doing the race on his Olson 30 *Intense* for a while, “But it felt like reinventing the wheel,” says Bill. “You know, who do you talk to when everybody lives down in San Francisco?” Then one day he walked into the Crow's Nest, a marine supply store in Seattle, and who was behind the counter but Barry Bristol. Barry had done the '86 race, and was full of friendly information for the newcomer. With Barry's help, Bill decided that '88 was the year he would do the 2,120-mile biennial race from San Francisco to Kauai.

Like many, Stange wanted to go south of rhumbline to avoid any mischief from the Pacific High. “I picked 130 west, 30 north

Division winners Barry Bristol (left) and Bill Stange press flesh at the awards ceremony.

for a couple days — they were getting plenty of wind — he turned toward Hawaii and went rhumb from then on.

Plenty of wind was the order of the race. No parking lots this time around, at least none anybody found. The lightest it got was was 10 knots for a few hours, then it would pipe back up to 20 or 25 from the northeast — perfect for sailing fast.

Bill had many exciting moments, like the time he buried the boat in the back of a wave — “I mean *buried*; it filled the whole cockpit.” Another time, his ghetto blaster's batteries ran down while the boat was surfing under spinnaker.

“I needed to get six batteries for it,” he says. Easier said than done when the boat needs to be hand steered. “I got the boat to where it would self-steer for a few seconds, then I'd lock the tiller and run below. I found four batteries right away, but it's those last two that did me in. About the third trip down, I felt the boat start to go. I ran up just as it broached. When it came up, I had the tiller in one hand and two batteries in the other. The other batteries and the radio were gone.”

On July 2, at 3:00 in the morning, *Intense's* boom broke, apparently due to fatigue at the vang.

“I lowered the main and attached it to the toe rail so I could keep sailing while I fixed



SHANA KOTA

1988 SINGLEHANDED TRANSPAC

battle on board *Coaster*, his Crealock 37. But we'd have been surprised if he had. Barry built the boat from a bare hull six years ago, and in the years of living aboard since has set the boat up for extensive singlehanding. (He soloed down from Washington to San Francisco and plans to singlehand back here before heading to Mexico.) Aside from blowing out a light genoa, *Coaster* suffered few problems, though Barry says he pushed the boat like never before.

"This is a heavy boat, but I was serious about racing it hard. Before the race, I took out 1,000 pounds of gear, which put the boat four inches above her lines.

"In the '86 race, I went south and got caught for days without wind. This time, the

It was indeed a thumbs-up trip for Bill Stange and 'Intense'.

wind was so good I basically went rhumbline. My best day's run was close to 200 miles and the boat never got under seven knots. When it did slow to seven, I was out there trimming.

Barry finished four hours short of 15 days. Though *Coaster* was the first Division II boat across the line, he had to wait three days for the higher-rating boats to finish before claiming the corrected win.

In its third consecutive Singlehanded TransPac, Peter Hogg's Newick 40 catamaran *Tainui* once again put in a fine performance — if you don't count trying to kill its skipper. With all the wind and a newer, taller, more powerful rig, Peter was clocking off the miles — 280 in a day was around his best. But the boat tried to pitch-pole seven



'Etosha' shreds a headsail.

times on the crossing, one time nosing into a cross-swell so far Peter was standing on the side of his small cabin. "I had several conversations with my maker," he says.

It wasn't his only problem. Only a few days out, *Tainui* hit a discarded fishing net that tweaked the rudders and pulled some fittings loose, which flooded the aft compartments of both hulls. The boat also blew up both its spinnakers. Peter finished under main and reacher.

"This race was too much bloody work!" he says, laughing. *Tainui* finished in 11 days, 11 hours, a full day behind the record set in the 1986 race by the Australian trimaran *Bullfrog*. *Tainui* was also first to finish in 1984.

To give you some idea of his perfor-

WIND, GUTS AND CREWCUTS —

mance, Bill Stange finished only five hours later. The third boat in was Dave Hamilton's *Grey Ghost*.

Hamilton's terrific performance was one of the more pleasant surprises of the race. Though not an ultralight, the Dutch-designed Zaal 38 rated the same as the Olson 30s, and kept close enough to Stange — actually ahead a few times — that the two kept radio contact the whole way across. Dave finished less than four hours behind *Intense*.

"Other than the fact that I never got a day off, this was a great race," says Hamilton, who came up from Santa Barbara for the event. "When I did this race in '82, it took 21 days, but I was much more rested."

How could a displacement boat do that well against a surfing Olson 30? Well, for one thing, "Dave sailed a damn fine race," says Peter Hogg. For another, with an autopilot steering, Dave could spend a lot more time pulling strings than Bill Stange and the others on the ULDB boats. In that sense, there are fundamentally two types of boats that do this race: those that must be hand steered for maximum potential, and those that steer themselves, even under spinnaker. Bill Stange hand steered an average of 15 hours a day. Dave Hamilton didn't hand steer at all. *'Ghost* also has a few more amenities than most. To the disgust of

the fact when he dug into his "halfway" ice cream.

Dave was one of the few singlehanders to see another competitor on the way over. About three days from the finish line, he passed *Etosha* hove to and talked to skipper Bob Cranmer-Brown. A series of mechanical glitches had stolen power from the 60-footer's electrics and Bob had been hand steering for two days straight. He finally "pulled off to the side of the road" to get some rest.

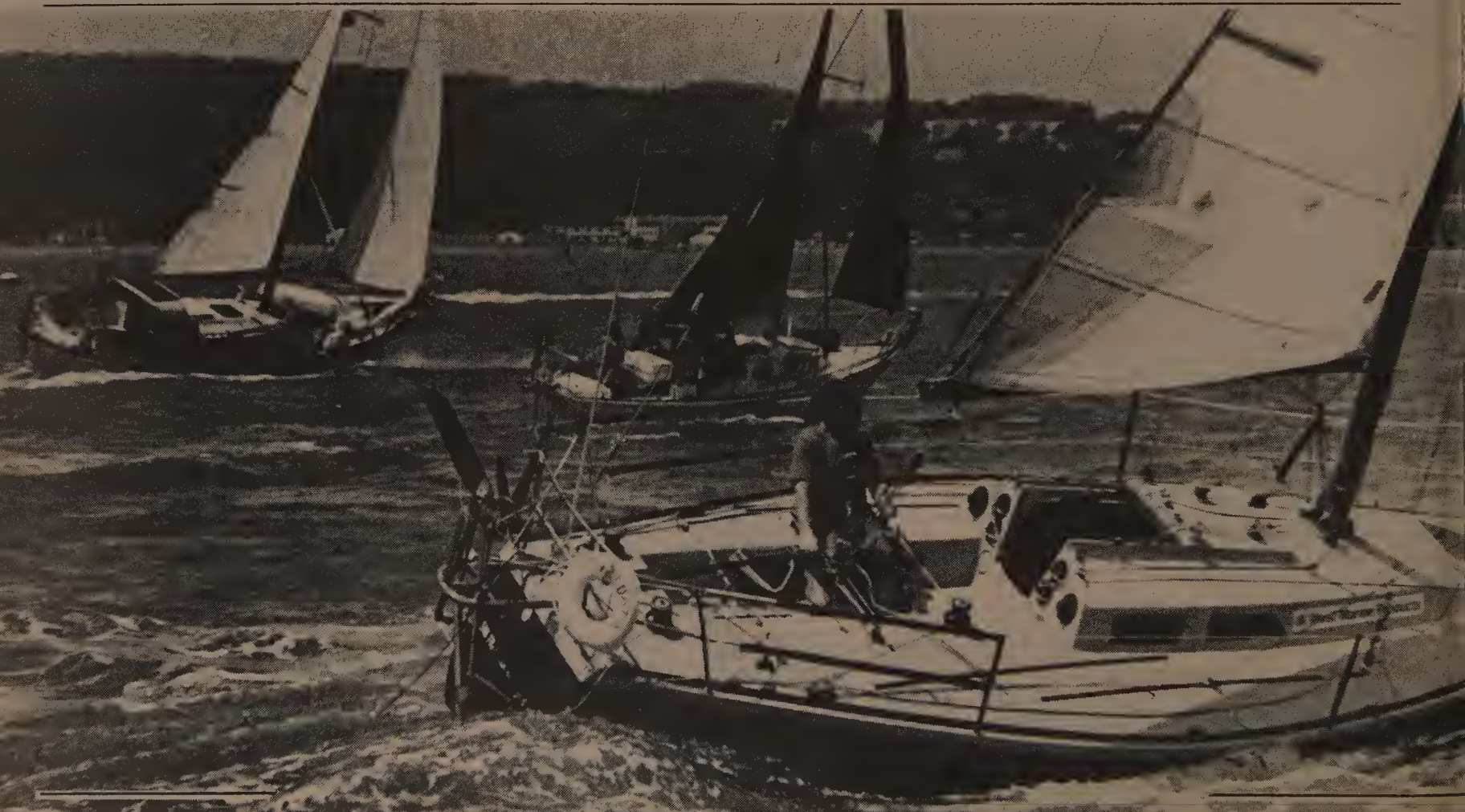
("When I heard that," says Bill Stange, "I really started racing!")

"Eight days out — about 1,700 miles — I was running two days ahead of the record," says Cranmer-Brown. "I even thought I had a chance at the multihull record (10 days, 10 hours)." Then Murphy channeled aboard.

First, the self-steering quit one afternoon while *Etosha*'s biggest chute was flying (60-ft hoist; 43-ft across the shoulders). "That meant I couldn't take the damn thing down," says Bob. So he just held on and steered through the night and all the next day, intending to get the beast down when the wind died at dusk. Except it didn't die; it increased to about 25 knots.



Above, Peter Hogg damns the torpedos. Below, at the start (l to r), 'Coaster', 'Sacred Dance' and 'Predator'.



1988 SINGLEHANDED TRANSPAC

Bob needed a break. He tried the self-steering again and it kicked in momentarily. It was now or never.

"On a boat with a large boom, blanketing the spinnaker isn't hard. But on a ketch like *Etosha*, the main boom not only isn't as long, but the mizzen sets up this wind-tunnel effect . . ." the result of which was when he let the guy off, the spinnaker stood straight out from the top of the mast.

Bob winched the sheet down to deck level and began gathering. Of course the sail went partially in the water, which required more work for the weary Cranmer-Brown. "I think that was the hardest physical thing I've ever done in my life," says Bob. It took an hour to get the sail down and until 2:00 the next day to clear the tangle of sheets.

Soon after, the autopilot quit again; Bob later traced it to low batteries due to charging problems. He shortened sail and set up the vane. Within an hour, the vane steering cable broke. There was nothing to do but self-steer.

"In all I spent 48 of 50 hours hand steering," says Bob. "And that was enough. I sailed until two or three hours before dawn, then heaved to and went to sleep." Bob toasted Dave Hamilton when *Grey Ghost* sailed by, only about 400 yards away.

In the "One day I'll laugh about this" department, Carl Nelson, sailing *Cheers*, one of two other Olson 30s in the race, missed the finish line and ended up sailing halfway around Kauai before realizing his mistake. The race committee had seen him go by the line early in the morning, but since he didn't come up on the radio (Carl also had low battery problems), they figured he was just a local out for a sail. He didn't actually finish until 6 p.m., but the race committee officially recognized his 8 a.m. finish, since he almost passed through the finish line. Carl also broke a boom, substituting an extra spinnaker pole for it.

Runner up to *Cheers* in the same category was Jack Morse on the Tahiti 32 ketch *Hardtack*. Jack's windvane, a new and heretofore little-used unit, wouldn't work. For 13 days, Jack cursed and cajoled it to no avail. The way he tells it, he finally gave the vane a good boot and stomped disgustedly below. When he came up, the boat was tracking like it was on rails. Surveying the situation, he discovered he'd set the vane 180 degrees out, and the kick got it back on track!

Troubles of a wetter kind bothered Lydia

"I thought it would be great to finish under spinnaker, but when I put it up, it popped open under the bow and the boat ran it

Singlehanded TransPac Results

Boat	Type	Skipper	Homeport	Elapsed	Corrected
CLASS I MULTIHULL					
1. <i>Tainui</i>	Newick 40 cat	Peter Hogg	Mill Valley	11:10:48	
CLASS I MONOHULL					
1. <i>Intense</i>	Olson 30	Bill Stange	Port Townsend	11:15:21	9:06:49
2. <i>Grey Ghost</i>	Zaal 38	David Hamilton	Santa Barbara	11:19:14	9:10:32
3. <i>Rolling Stone</i>	Burns 35	Robbie Robinson	Mill Valley	13:05:38	10:06:58
4. <i>Cheers</i>	Olson 30	Carl Nelson	Alameda	12:22:40	10:14:08
5. <i>Colibri</i>	Santa Cruz 27	Lydia Bird	Costa Mesa	14:08:58	10:28:42
6. <i>Quatro Equis</i>	Farr 1020	Paul Steinert	Vallejo	14:15:42	12:00:06
7. <i>Quest</i>	Olson 30	Chuck Von Schalscha	Richmond	15:10:29	12:22:25
8. <i>Etosha</i>	Adler 60	Bob Cranmer-Brown	Los Altos	13:16:58	14:09:27
CLASS II MONOHULL					
1. <i>Coaster</i>	Crealock 37	Barry Bristol	Seattle	14:20:46	10:14:18
2. <i>Joshua H</i>	Columbia 8.7	Bob Carroll	Greebrae	16:23:01	12:05:21
3. <i>Predator</i>	Hawkfarm 28	David Dennis	Metcalf	16:10:26	12:11:02
4. <i>Hardtack</i>	Tahiti Ketch 32	Jack Morse	Alameda	18:04:34	12:14:18
5. <i>Sacred Dance</i>	Bristol 27	Gary McLuen	Oakland	20:04:28	14:19:40

Bird, this year's only woman entrant sailing the Santa Cruz 27 *Colibri*. One of the things she hadn't had time to do was waterproof the windows in the boat. As a result, "for the first two days, it was like a rain forest below. I had plastic bags over the Loran, SatNav, food, everything." She'd also gone off with a sleep debt, and by day three, she'd had it.

"I hove to and basically spent the day drying the boat, duct-taping all the windows, and resting." It was 12 hours of downtime, but worth every minute to the refreshed Lydia.

Like many others, though, she was more interested in enjoying the race than "spend-

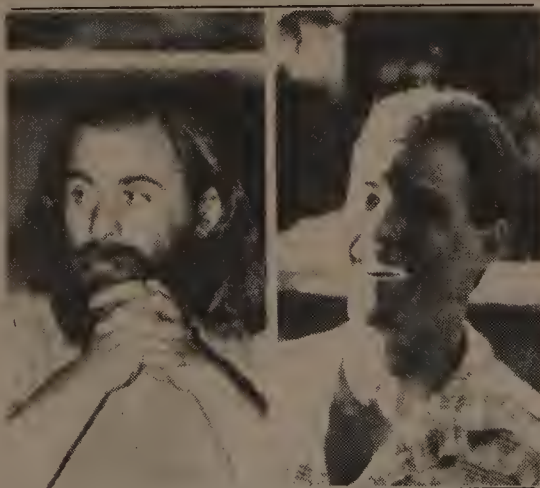
down. That took a while to undo, and I sailed the last four or five hours with the afterguy wrapped around the rudder."

The Singlehanders insisted on thanks where it's due — to the St. Francis YC for allowing competitors the use of their docks the week preceding the race; to West Marine, for help and gift certificates; and a special thanks to Greg Pryor. Race chairman Fred Joyce found Greg on the beach in Hanalei, and after a few beers (well, a lot of beers), got him to donate himself and his 24-ft fishing boat *Joya II* to act as shoreboat for the incoming racers.

Speaking of finishing and shoreside, '88 Singlehanders added a couple of new footnotes to race history. For the first time, everybody finished within the 21-day time limit. Also for the first time, four or five finishers underwent radical hair/beard cuts upon arrival in Hawaii. Particularly unrecognizable were the formerly shaggy Jack Morse and Gary McCluen. Singlehanding does do strange things to people . . .

All in all, the people involved rated this year's race one of the best. Many swore to return in '90. If all goes as planned, that fleet should be substantially bigger. In fact, by the time this issue hits the streets, race packets for the 1990 Singlehanded TransPac should be ready (Box 1716, Mill Valley, CA 94941 if you're interested). Also, organizers will soon start pushing for more national and worldwide competition in 1990. This race has come of age, they say, and it's time to make it a truly international event.

— latitude — jr



Gary McLuen before and after the finish. Several other racers sported similar 'streamlining'.

ing my life on the tiller," she says. So, depending on how competitive she felt, she usually only hand steered five or six hours a day. Twin headsails and autopilot did the duty the rest of the time, except for the last day.

NALU IV

The Red Sea was going to be "the shits"!

That was a 'given' for us aboard the Alameda-based *Nalu IV*, a 48-ft wood Lapworth design, before we'd begun our passage from Asian waters to those of Africa and

and because the provisioning was supposed to be much easier there. Despite being shocked by the terrible conditions the people

the boat in his van. Food prices in Djibouti are comparable to those in the United States, the exception being eggs, which are 50

ALL PHOTOS COURTESY 'NALU IV'

Arabia. The approximately 1,600-mile Red Sea transit is a hurdle similar to bringing a boat back to San Francisco from Cabo San Lucas. But for circumnavigators wanting to either avoid South Africa or see the Med, the Red Sea is the only option.

As things turned out, the passage from the Indian Ocean to the Med aboard *Nalu IV* wasn't as bad as we expected. It certainly wasn't as grim as our trek along the west coast of Australia. In fact our main disenchantment was not with the Red Sea or its weather, but with the discouraging conditions in some of the countries we visited. Djibouti, Ethiopia, Yemen, the Sudan and Egypt are not the garden spots of our planet.

Our approach to the Red Sea was a 14-day, 2,209-mile passage from Sri Lanka to barren Djibouti. Known as French Somaliland before achieving so-called independence in 1977, the French presence in this African country seems to be as pervasive as ever. The port is filled with French naval vessels, French sailors, and even the French Foreign Legion. Furthermore, everything is seemingly geared to French interests. The language is French, the currency is French, the yacht club is French.

So much for Africa, it would seem, except that the native population is a mix of Ethiopian refugees, local Afars, Issas and Somalians, all of whom are either devastated by 50% unemployment, fleeing from famine, or trying to avoid the perpetual hostilities between Somalia and Ethiopia. In this land where life expectancy is just 45 years, begging begins at dawn and continues till dark. Just one in ten is literate.

We'd selected Djibouti because it offered the best jumping off point for Bab-al-Mandab, the strait that leads to the Red Sea;

must endure, Djibouti was indeed a good place to provision.

In the native market we bought lettuce, avocados, tomatoes, oranges, grapefruit, apples and the like. As the French markets were very expensive, we purchased canned

cents each — they're flown in from France — and diesel, which is \$2 a gallon.

But the Sunni Moslem country was not without its redeeming qualities. They had the least red tape of any port we have visited, for example. We had acquired visas in Singapore, and even though they were out of date, we were stamped in, registered, and done with the whole process in less than 10 minutes! Clearing out was to be equally swift, although we had to pay about \$18 in fees for things like sewage disposal and inspections. In Djibouti, where per capita income hovers at \$420 a year, there is no distinction between private yachts and merchant vessels.

Another big plus was the United States Embassy in Djibouti. The staff, fewer than 20 including a Marine detachment, was just great. They insisted we register with them in the event our family became concerned and started looking for us. They also gave us good information on places to visit and avoid in the Red Sea.

This was topped off by an invitation to join them at their Monday Night Movie at the Marine House. We saw all three reels of *The Mission* at an outdoor patio under a full moon with most of the United States Embassy staff and their families — including two new babies — in attendance. It was really a piece of home. Later Al and Susan Friedbauer (he is the communications officer) and their son Mark joined us aboard *Nalu* for evening drinks and a telling of the skipper's ancient jokes.



Above: 'Nalu IV's Red Sea itinerary: spread, the Suez Canal was like motoring in a giant irrigation ditch.

and frozen goods at a newly opened Italian market. The owner was so delighted that we patronized his store that he drove us back to

THE RED SEA BLUES



Disillusioned as we'd been by the city of Djibouti, the tiny town of Obock, just outside the strait, was a dream come true. Sitting at anchor at sunset, we watched a camel caravan climb a dirt road and disappear into the scrubby desert. The people were dressed in colorful robes and headpieces. The next morning we took a quick tour of the small town to discover a proud and happy population with no beggars in sight.

At Obock we were picked up by a native *gendarme* who had been out jogging. Requesting our presence at the police station — for a social rather than business visit — we spent a pleasant hour together. Conversing in broken French and basic English, we told about our trip and asked questions about his part of Djibouti. It seemed like a royal welcome to us.

Our sail through Bab-al-Mandab Strait was textbook in every regard. The wind was strong, from the south, and the current at the neck something to behold. Making eight knots through the water, our over-the-bottom speed was enhanced by two or three knots of current.

Ship traffic at the narrow stretch was heavier than right outside Los Angeles. We had to pay close attention and monitor chan-

nel 16 constantly. Most of the merchant vessels had European skippers, 95% of whom spoke English. The only scare we had was when a ship intentionally came within 50 yards of us; the skipper wanted to look our boat over!

We'd chosen to pass through Bab-al-

The feared Red Sea provided none of the drama or trauma we had expected.

Mandab at night to assure a daylight arrival at the Hannish Islands, which are reputed to have the very best diving in the Red Sea. We arrived at noon, four hours ahead of schedule, thanks to a favorable conspiracy of the wind and current.

The Red Sea diving was to have been the saving grace of a difficult Red Sea transit.

But once again, reality was out of kilter with our expectations. The water at the Hannish Islands was extremely clean and there were amazing corals and the largest tropical fish we'd ever seen. But, after seven months of diving in the tropics, we weren't prepared for the cooler water. After ten minutes we'd struggle back into the dinghy, blue and shaking with chills. (And yes, this is at 14 degrees.) The other thing we'd forgotten about over the previous few months was the sharks. They were abundant in the Hannish Islands, making us wary.

Our departure from these islands was delayed when the fabled strange winds of the Red Sea made their first appearance; 40 knots from the south. Although this would have left us with a downwind sail in our desired direction, the size of the waves was so great and the period so short that we decided another day of diving — despite the cold — was in order.

NALU IV

During the night we dragged and had to reset in 50 knot gusts. Shortly after dawn we dragged again and were forced to put Mr. Danforth out to keep Mr. CQR company. Naturally the wind chose that moment to subside to 30 knots; so we put up the chute and headed for the largest country in Africa, the Sudan, 500 miles to the north.

Just as quickly as our big southerly had arrived, it died out. So there we were, off the coast of Ethiopia, which despite monumental natural and self-inflicted problems, was an established nation before the birth of Christ. Because of border fighting, internal fighting and pirates along its coast, we were advised not to stop in Ethiopia. Thus we spent the last 36 hours before Port Sudan motoring in flat seas.

We were compensated for our motoring however, since we could haul in the towing generator and put out the fish line. A day before having to resort to iron rations, we hooked a big barracuda for dinner. After our resident ichthyologist entertained us by dissecting the catch and lecturing on fish anatomy (I'm still not sure I buy the part about the ear bones), we had a delicious meal.

Surprised and dismayed by a first-hand view of the poverty and human misery in Djibouti, the Sudan was different. To be sure, there was plenty of the same poverty, misery, dirt, filth and decay, but its effect was softened by a bit of French fluff.

Decay, it would seem, is the normal state of affairs in this once-bustling British colonial seaport. Since the British and Egyptians, who co-ruled, pulled out in 1956, the parks, public buildings, hotels, clubs, streets and gardens haven't seen a kind hand. A former surveyor, captain Jim curiously inspected the insides of buildings like the post office. After careful examination, he'd decided if it weren't for the cobwebs the structures would collapse.

Other systems are prey to decay also. It's impossible to place or receive an international phone call in Port Sudan, one of the country's most important cities. Even getting a call through to the capital of Khartoum is iffy. Delivery of letters couldn't be assured either. Officials recommend you personally supervise the cancelling of the stamp on your letter so it wouldn't be peeled off and reused.

Many large and huge dumpsters were thoughtfully placed for trash along the streets of Port Sudan. Unfortunately, their presence seemed permanent and nobody bothered to empty them. This was fine with the goats, camels, crows, dogs, cats — and humans —



See the pyramids along the Nile . . .

who regularly dined on the contents. Animals such as cows, goats, oxen and camels are permitted to wander/graze in town, with the result that you'd have to be an O.J. Simpson in his prime to avoid all the droppings. The animals are retrieved only when they bear young, and then only for milking.

Although many yachts stop at Port Sudan, there are no special accommodations for them. The tiny anchorage which had just five boats upon our arrival was crammed to over-

flowing when we departed. Security in the area was good, however, as the navy patrols the harbor and the gates. We never could quite figure out if the patrols were to keep us in or the locals out. But the guards at the gate insisted on inspecting our knapsacks and bags.

The poverty — the annual per capita income is even less than in Djibouti — did not limit the availability of foodstuffs, but they require some creative negotiations to obtain. Flour and sugar, for instance, are not available in the marketplace because they are subsidized commodities given directly to the citizens. And even though donkey carts laden with 100-lb sacks of these staples are everywhere in town, it's not possible to make a direct purchase. Thus you have to resort to options.

The one we used was to have the agent who arranged our fuel (you need one) to also provide sugar and flour. Other cruisers told us it was also possible to obtain through money changers — if you'd trade currency with them. The Sudanese are so desperate for dollars, pounds sterling, etc, that such side deals are simply "tacked on" to the exchange rate.

Making the provisioning process even more unsettling was the fact that store shelves were lined with canned goods marked, "Not for sale, gift of . . ." Do some of the Sudanese feel that getting cash is better than eating whatever might be in the tins? Or is somebody hijacking the donated food and selling it? Like Djibouti to the south, the Sudan has an influx of Ethiopians fleeing the many horrors of that country. It's discouraging to see that the international aid doesn't necessarily seem to be getting to those in need.

Sudan was the most strictly Moslem country that we visited. Unlike Djibouti or Egypt (which we would soon visit), liquor was completely forbidden, even in duty free shops. Women were very covered up and few were seen doing other than domestic chores. Businesses only employed men. Observance of the five daily prayers was more obvious than other countries. In the middle of a transaction, for example, a carpet could be pulled out and prayers begun.

The strict Moslem rule has been in force since 1984 and is apparently the cause of

THE RED SEA BLUES

civil war in the Sudan. Although there is little discussion of the problems, the southern and wealthiest part of the Sudan is controlled by Christians who feel they have been disenfranchised. Their guerilla war apparently is about to bear fruit; we're told they will be given some representation in government and that, as one person put it, "they'll be able to drink all they want".

As in Djibouti, we encountered an American enclave. This one was called 'Camel House' and consisted of two Air Force men. They operated as an outpost from the embassy in Khartoum. Since there was little for them to do but tend to their own personal security, they looked out for American cruisers travelling the Red Sea. As a result, we benefitted from their laundry, showers and library of videos. We saw *Top Gun* and *Mannequin* — that made three movies in less than a month — which is more than we'd see in a year back home!

Upon leaving Port Sudan, we expected the strong north winds that normally make the Red Sea so unappealing to cruisers. For once, we got what we expected. It took five days of beating in 15 to 45 knots winds to make 650 miles to the next port. Unlike long ocean beats, the wind varied constantly. Thus we were almost always overcanvassed or undercanvassed — and never 'just right' for more than half an hour.

As the winds were predominantly north-westerly, we would find ourselves beating along the eastern shore of the Red Sea next to Yemen and later Saudi Arabia. Then we'd tack almost straight across to the Sudanese and Egyptian coasts, then back across to the eastern shore again to start the whole exercise over. It made us feel that the Red Sea is very big. In fact, it's long and narrow; only about 150 miles wide at this point. No wonder Moses made it across so quickly!

Hurghada was our first port of call in Egypt and our first introduction to real corruption, bribery and prevarication.

The town is being developed as a major tourist center and already has a huge Sheraton Hotel perched on the water's edge. But travelling through Egypt as a tourist and as a cruiser are two entirely different things. All boats are regarded with suspicion, and the armed guards standing on the bow of your boat are a constant reminder that you are not really free to come and go.



Captain Jim and the "Prince of the Red Sea" — Jim's the one with his eyes open.

We had obtained Egyptian visas before sailing, which simplified our entry procedure. Even so, we were boarded, inspected and then required to fill out declarations concerning all types of electronic and photographic equipment. The boat after us had to declare all firearms and liquor, but was never asked about electronics. We then had to go into town to complete the immigration procedure, as our passports had been taken from us when we arrived and it was left to us to find and claim them.

Offices in Egypt open early in the morning, close at midday, then open for about three hours in the early evening. Trying to find a government office after dark in a strange town is no easy task. But we had motivation; we were in a foreign country without our passports.

Having completed that arduous task, we were harassed by guards when we attempted to get back to the port area! Showing them our stamped passports didn't help. We finally had to have an English-speaking local intervene on our behalf. Although we were never personally harassed again, our crew was prevented from coming into the compound early one morning and had to sit at the front gate until someone from inside took the situation in hand.

The owner of *Whitby Lass*, a small Australian yacht, attempted to bring a few jerry jugs of fuel to his boat in order to leave port. This was not permitted, and he was told he needed to have an agent to buy fuel. When the agent didn't show up at the appointed time, we sold some of our excess fuel to the skipper. We were later told that it's standard practice in Egypt to harass yachties by refusing to let them buy food or fuel except through an agent.

We did manage to provision our boat for the next leg by buying little bits of inconspicuous food each day. We were told that anyone bringing boxes into the port area is stopped and charged duty on the contents.

Part of our check-in procedure was to pay a fee to the doctor for *pratique* and a fee to Customs. This appeared to be standard for all yachts. When *Whitby Lass* left, he told us that he'd had to pay the Port Captain \$20. He was upset about it, especially since the Port Captain wouldn't give him a receipt. When we got ready to leave, we asked an official at Immigration if it was necessary to pay a fee to the Port Captain. The official said that if there was a fee, it would be very small.

After finally finding his office behind an unmarked door, the Port Captain indeed demanded \$20. Jim told them that he had only \$8 with him and that he'd heard there was no fee. When Jim began to ask the Port Captain for his name, rank and serial number and told him he was going to write the Office of Tourism, things got sticky. The Port Captain did accept the lesser amount, but he refused to give a receipt and ripped up the paper on which Jim had made all his pertinent notes. Later in Port Suez we learned that no there is not supposed to be a clearance fee in Hurghada. We used the radio to warn the boats behind us.

'NALU IV' THE RED SEA BLUES



'Nalu IV' at the Suez Canal Authority Building, with ferry and tug boat traffic.

Having arrived at Hurghada salt-covered and filthy from five days of sailing to weather, we were once again rescued by fellow Americans. Unlike the previous two encounters where the government was our host, this time it was Zapata Marine, a Louisiana-based company that operates a fleet of boats serving oil rigs in the Gulf of Suez. Two of the Gulf Fleet boats, #39 and #52, took us in and gave us showers and let us use their washing machines. They were delighted when we reciprocated by inviting them aboard *Nalu* for gin-fizzes.

The Gulf Fleet crews, which make regular runs to Hurghada for supplies for the rigs, say they keep an eye out for American yachts because they know the situation in Egypt is so difficult. Many times they have provided fuel and water to boats in need. They then invited us to anchor near their rig as our first stop in the Gulf of Suez, and they were indeed a welcome sight when we reached Ashrafti Reef just inside the Gulf.

Anticipating that the last 200 miles to the Med would be really tough, we planned on doing only 40 or 50 miles a day and anchoring at night. After stopping at Ashrafti Reef the first night, however, it turned flat calm and we were able to motor the last 140 miles to Port Said.

Because we'd radioed ahead, an agent for

transiting the Suez Canal, who goes by the name of "The Prince of the Red Sea", was waiting for us decked out in the unlikely combination of a blue blazer and a flowing robe. After coming aboard to greet us and pick up all the necessary papers, he headed off to clear us into port. He returned with boxes of cookies and pastries, and was later to provide us with all types of assistance ranging from where to get fuel to where to how to set up a tour of Cairo. And when it came time to transit the canal, he arranged for the paperwork and contracted the pilots.

During the transit of the 81-mile canal, which we did in two days, we had a pilot aboard and behind the wheel of *Nalu*. Although the pilot's fee was part of our canal transit payment, we were hit up for "presents". This surprised us. We got angry when a pilot told us the \$5 present we gave him was well short of the \$20 he normally got. We got even more angry the next day when a pilot took the \$5 with no comment. This pilot turned us over to the third one who nearly ran us aground going into the Port Said anchorage. When he asked for a tip, Jim told him a San Francisco Bay pilot would be thrown overboard for making such a request.

The passage through the Suez Canal was boring at best, in that the weather was overcast and the passage was like motoring in a giant irrigation canal. About the only excitement was seeing the variety of ships and flags when a southbound convoy passed. But they were mostly a fast blur in the haze. We were certainly reminded that Egypt had been in a war however. All along the edges of the canal were twisted wreckage and rolls of wire. Actually, the military presence throughout Egypt remains ominous as the country is still basically under the martial law that was declared when Sadat was assassinated.

In summary, the feared Red Sea provided none of the drama or trauma we had expected. We didn't encounter pirates or anyone who could be mistaken for real 'bad guys'. The horrendous sailing conditions we'd heard about never materialized. Dealing with the different cultures was a strain at the time but now makes fodder for great after-the-fact stories.

We chose to transit the Red Sea rather than the Cape of Good Hope because we thought it represented the lesser of two evils. As often happens with cruising, things weren't as they were advertised. They were better.

— diana green jessie

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DISCOURSE ON

Paul Simon — the singer, not the politician — had a catchy hit single a number of years ago called “Fifty Ways to Leave Your Lover”. You remember the song: “Just hop on a bus, Gus . . . drop off the key, Lee”, and so on. It occurred to us that there must be just about fifty ways to lose your mast, too — especially during this inordinately windy summer on the Bay. Hmmm, “just stuff the pole, Noel . . . lose your backstay, Ray . . .” Quite happy with our clever analogy, and humming our new theme song all the while, we set about counting the ways.

Well, first there’s the story of *Leading Lady* leaving Anderson’s Boatyard in

Sausalito on a trailer bound for the SORC in the early 80’s. They hadn’t gone two blocks when, attempting to negotiate the corner at the Big G Supermarket, they managed to hit a telephone pole or something with the mast, wrecking it. Then there was the Georgia-based *Cooter*, which was being trucked home from Chicago after winning the 1987 One Ton NA’s when their trailer separated from the truck. The trailer veered off the road and ran into a wall, with the overhanging mast absorbing most of the impact. Another write-off.

And who can forget the J/24 mast that was inadvertently squashed by a certain boatyard’s travel-lift? (“clobber it with the truck, Chuck . . .”) Or when a Merit 25 was blown over in the parking lot — trailer and all — in a big storm, crunching the rig as well as the hull?

Tiring of “dirt dismastings”, we began recalling confrontations with immovable objects out on the water, such as the Tartan 34

Dismasting of the Year: ‘Flyer’ turns her mast into an aluminum pretzel in the recent Ultimate Yacht Race.



that recently motored into a dock, breaking its headstay and bringing the mast down. Everyone knows at least one story about some bonehead who misjudged the height of a bridge, with the inevitable result. Pick up a copy of William Buckley's novel *Airborne* if you want to refresh your memory on this one. ("whack the bridge span, Stan . . .").

Other immovable objects just waiting to fold, bend or otherwise mutilate your precious rig include the bottom, which has claimed many a dinghy mast ("just stick it in the mud, Judd . . ."), and the hoist. The

Moore 24 next to us in the dry storage pen recently did a major number on their mast when lifting the boat onto the trailer in high winds. ("bash it with the crane, Wayne . . .").

Sensing we'd come up with fifty ways to break a mast before the sails were even unfurled, we decided to stop humming our little ditty, roll up our sleeves and really try to figure out why and how boats dismast. Intending to write the definitive piece on the subject — one that would stand the test of time along with such maritime masterpieces as the *Bounty* trilogy, Chapman's *Piloting* tome, and Brad Lewis' *Confessions of a Grinder* — we sent three research assistants and two summer interns into the library wing of the spacious *Latitude* office looking for books and articles to read as background information.

"Sorry, Chief," the word came back. "There's next to nothing written on the subject. Just some lame passages in various manuals about an ounce of prevention being worth a pound of cure, and the random couple of drawings of jury rigs. Looks like you'll have to write this one from scratch."

Uhhh ohhh, we thought, as we reached for the phone.

For starters, we decided to ask a few of our local keelboat experts about their experiences with losing sticks. Maybe they could shed some light on the subject and, if nothing else, we'd learn more about the fifty ways . . .

Tom Blackaller's most memorable dismasting was also his most embarrassing: it was at the start of a 6-Meter exhibition race in front of the St. Francis YC back in 1976. The race was on a howling Wednesday night during the Big Boat Series, and there were thousands of people lined up in the club



COURTESY SCOTT EASOM

When the mast comes tumbling down . . . save the pieces if you can.

line at the gun, Blackaller, returning on port, was rammed at the chain plates by another 6-Meter on starboard. His rig never had a chance.

"It was a full-on T-bone — neither of us saw the other one," remembers Tom. "I couldn't believe it — dismasted 50 feet in front of the Men's Grill! Worse than that, Warren Miller was filming the whole incident, and immortalized it in a movie called *Sailing Bloopers*." Colliding with another boat, as Blackaller will testify, is one of the more dangerous and least recommended ways to lose your rig ("hit 'em with a 6-Meter, Peter . . .").

Blackaller's no stranger to dismastings,

"I couldn't believe it — dismasted 50 feet in front of the Men's Grill!"

watching and cheering. It was blowing a solid 30 against the ebb that evening as the four 6-Meters jockeyed for the start. Blackaller, intent on pounding rival Hank Easom, lost track of the other two boats. Seconds after forcing Easom over early on the inside of the

especially in the Star class — he broke 19 of them (a record?) during his Star career. "That was back when they were made of wood. If you sailed hard, you just expected them to break. We'd always carry a couple to the regattas." The largest boat Blackaller's

COURTESY ERICH SCHLEGEL

DISCOURSE ON

dismasted was the 12-Meter *Defender* in 1982 during a practice race off Newport, Rhode Island. "A spreader failed and the top half of the rig tumbled. It was *really* noisy!"

He's also been on a few near misses, such as on *High Noon* in practice before the 1980

tired ball joint fitting failed and the rig went over the side, dashing the O'Harian's hopes of overall victory. "Sometimes you don't

advise Chris. The other dismasting, one he'd just as soon forget, was at the start of the '81 TransPac. Steering the J/36 *Gryphon* on port, Corlett tried to duck the starboard tack *Natoma* but cut it a little too close. The relatively tiny *Gryphon* stood upright as the 58-footer's windshadow hit them; they tangled rigs, and Corlett's boat lost.

Designer Carl Schumacher, who claims to have broken more rudders than masts, reminded us about the 78-foot Canadian ketch *Mir*, now owned by John Scripps of San Diego and called *Miramar*, finishing the 1969 TransPac. They broached and broke their main mast a few hundred yards from the Diamond Head buoy, and eventually sailed *backwards* through the finish line under mizzen alone. "That was probably the single most famous dismasting of all time," said Carl. He also reminded us of a more recent dismasting that attracted an inordinate amount of media attention: a few years ago, teen idol Simon Le Bon's Whitbread boat *Drum* lost her keel and flipped, blowing her

Going once, going twice . . . ("Just put it on its side, Clyde . . .")

"Don't make the transition between drivers too quickly when it's hairy."

SORC, when a lower spreader ruptured the wall of the mast, ripping it open as if it were a beer can. They got the sails down before the rig let go. Another near miss was on *Bullfrog* in the '82 Hate-the-State Race, when the stiffeners in the bottom of the mast — an early 7000 aluminum series (one of the first exotic ones) — came off as the rivets fell out. "It would pop a whole foot-and-a-half out of column to weather!" says Blackaller, with what approached admiration. They held it up with a series of juryrigged chicken stays (legal only in emergencies), and it "wobbled" its way around the state. "Why either of those masts didn't fall down is still a mystery to me."

know an otherwise shiny-looking rig is fatigued until it goes," figured Corlett.

Corlett also mentioned his two TransPac dismastings. The first one was on *Incredible* in the windy '77 crossing, the one where *Merlin* set the record and an unprecedented five masts were deepsixed. In heavy running conditions, Dave Hulse handed off the helm to Steve "Boogie" Fletcher, who must not have been quite awake or dialed in yet. Boogie — like Hulse, a great downwind driver — immediately stuffed the pole and broke the mast. "Don't make the transition between drivers too quickly when it's hairy. Wait for the new helmsman to feel comfortable, and then continue to sit with him,"

Alameda yacht broker Chris Corlett has probably lived through more big boat dismastings than anyone else in the Bay Area. He mentioned about ten, the most recent one being on the Express 34 *Expeditious* last summer. On a spinnaker run in 30 knots, the helmsman lost his balance and fell as the boat rolled ("Just lose your grip, Skip . . ."). The boat rounded down, pushing the spinnaker pole into the mast hard enough to bring it down — a textbook way to shed a mast. Chris had two thoughts on that experience, "A carbon fiber pole, or a light spinnaker pole, would have blown away, leaving you with a broken pole instead of a broken rig. Also, foot straps — like you'd find on a windsurfer — are perfect for helping the helmsman stay put in heavy going. They worked great on *Wall Street Duck*."

Unlike Blackaller, Corlett doesn't recall any particularly noisy dismastings. "They're never very spectacular; they just seem to float down. But each one has been a real disappointment." The most distressing one for Chris, who gets choked up about it even to this day, was on the legendary *Scarlett O'Hara* in the '82 Clipper Cup. They were beating at night during the windiest Molokai Race to date (*the Demolition Derby*), when a



DISMASTING

rig out and trapping half a dozen men down below. ("just lose your keel, Neil . . .") Then there was the C&C 61 *Sorcery* who lost her rig on a delivery home a number of years ago when she did a 360 degree pitchpole: rigs seldom survive that kind of pressure.

Schumacher's most memorable dismasting was on a hot Rhodes 33 called *Mistress*, back in Newport Harbor when he was a teenager. "It was so windy that the race had been called. That never stopped the owner of this boat from going out and bombing around the harbor, so he loaded up a bunch more crew and out we went. After awhile, the wooden mast just exploded. The bottom third was still in the boat; the top third was still attached to the sail; there were splinters everywhere . . . and the middle part of the mast was simply gone!"

Sailmaker Steve Taft recalled the time Dee Smith caught the leeward runner of the Wylie 34 *Leading Edge* on the upwind mark, a daymarker, and ripped the rig out as he sailed away. Then there was the time his friend Don Jesberg was in a TransPac on a Cal 33 that dismasted almost precisely half



LATITUDE TERRI

way to Hawaii ("We'd circled the spot on the chart ahead of time, telling him that right there was absolutely the worst place to dismast. Naturally, that's where they did it," laughed Steve).

Or the time back in 1979 when he was on *Imp*, racing against *Lois Lane* in a YRA race. "Lois' rig was incredibly bent up, and everyone on our boat started predicting it would fall as they bashed through the Pt. Blunt washing machine. We actually counted it down: 5,4,3,2,1 . . . and bam! right then, their rig went!" ("Put on too much rake, Jake . . .") *Lois*, according to Bill Erkelens, Jr., has gone through "between four and six masts, depending on how you measure them", which must be another record. Certainly, it's endeared her to a few sparmakers along the way. (In the production boat division of the mastbreaking sweepstakes, the Express 27 class is winning — one boat, *UXB*, is currently on its fifth rig).

Taft remembers two incidents from the

The long tow back in . . . was it operator failure or gear failure?

even crossed the starting line"

But by far the most awesome dismasting Taft has seen occurred at South Point, on the Big Island, in the '84 Around the State enduro. From a ringside seat a few hundred yards back on *Sidewinder*, Taft watched spellbound as the Farr 40 *Exador* was creamed by a rogue wave. "It broke over the boat, hitting at the second spreaders. It was like a Mike Tyson punch; no rig could have survived it. It was just unlucky timing on their part — they should have won overall."

The more we asked around, the more stories we heard: five boats retired with various rig failures from the Catalina Race, the trimaran *Sundowner* lost her mast in the near-windless Silver Eagle, *Summertime Dream* got it in a windy Bay race last month (the crew apparently didn't get the runners on soon enough); some one tonners wrecked \$20,000 masts in the Stone Cup

Get a beer and calm down: often on a boat, one accident leads to another.

1984 Clipper Cup vividly. "We watched this guy tune the rig on *Spinner*, a Swan 441 from New Zealand, at the dock before the first race. He thought he was an expert but he obviously didn't have a clue — he was literally using a tuning fork to tune the rig, with no regard to how straight the mast was! We'd never seen that before, and all got a big laugh out of it. Their mast broke before they

(jibing with too much "tipstay", or permanent backstay, on), and so on. Without really trying, we counted over 30 dismastings this summer alone.

Having heard more than enough war stories, we decided to call some local riggers next. Maybe they could help us make some

LATITUDE RICHARD

DISCOURSE ON DISMASTING

sense of the subject.

According to the riggers we interrogated, the following is a pretty safe generalization: most upwind dismastings occur due to gear failure — a fatigued fitting, such as a cracked swage fitting or a rusty old turnbuckle; a 50 cent pin falling out; an incorrect installation; or any of a myriad of little pieces in the rigging puzzle that can go wrong. Most downwind dismastings occur because of driver or crew screw-ups — leeward round downs and flubbing the runners during the jibe being the two leading culprits.

Patrick Adams of Sausalito's Bay Riggers broke it down even farther: "Because they're older and not pushed as hard, cruising boats tend to dismast because of gear failure. Racing boats generally dismast because of operator failure."

Gear failure can be prevented by constantly checking for the first signs of fatigue — a hairline crack, a strand of broken wire, score marks or abnormal bends, especially around spreader tips, in rod rigging, etc. — and by replacing old stays and fittings before the rig actually falls down. Remember, it's almost always the rigging, not the spar, that breaks. The rule of thumb here seems to be to replace all standing rigging every seven years. "You can go longer — it depends how hard you use your boat — but that's asking for it," said Adams.

Operator failure is harder to prevent, especially on today's all-out grand prix boats. "People just aren't sailing very conservatively," said Joe Hulse, owner of an Alameda-based rigging shop. "Learning to stay out of trouble (tiller towards trouble!), when to reef, when not to set a chute, when to chicken jibe, and so on would prevent a lot of dismastings."

Hulse figures it's a good idea to pull your rig every few years and check it thoroughly. Also, it's smart to have a professional rigger tune your rig once a year. It'll cost about \$50 for an hour of work out on the water — and the professional won't be carrying a tuning fork. The rigger should also go aloft in a bosun's chair (which he'll need to do anyway if the rig is discontinuous) to check everything.

Be careful not to overtighten the rig — Hulse is currently building a Santana 35 mast for a client whose rig was wound up so tight that it compressed the extrusion — yet another of the fifty ways. And above all, says Hulse, make sure the crew knows how to use the rig. Some boats, one tonners especially, are putting on too much runner and pulling out forestays. Others, most often masthead rigs, invert their rigs by letting off the backstay or babystay too fast. "These thin-walled racing sections can only take



Get to know your local rigger before he gets to know you.

about three inversions before they're history," he says.

If you do break your rig, all the riggers agree that, when possible, you should bring in all the pieces — not because the rigger will re-use the parts (he generally can't and won't, except for maybe a few halyards), but because it'll save time in replacing the spar, especially if it's a custom affair. It'll also reveal to the rigger what went wrong. According to Buzz Ballenger, whose Santa Cruz sparbuilding concern is the largest in Northern California, "a good rigger can tell right away why the mast failed. It's invariably due to loading it the wrong way — this has been the summer of round-downs! — or to rigging failure or just plain fatigue."

Ballenger, who builds production spars for the Santa Cruz ULDB crowd, noted that sleds seldom lose their masts: they're more controllable and the loads aren't as high as on IOR boats because they're not stable enough to carry, or need, a lot of sail area. No sleds have dismasted yet, and only one SC 50 (*Octavia*) and only one Express 37 (*Flamingo*) have lost a stick, both in what he describes as "12-knot power round-downs".

But, maintains Bruce Schwab, who runs the rigging department at Svendsen's in Alameda, "There's no good reason to lose a rig ever. Maybe it's excusable on a one tonner, but the average racer/cruiser has a lot of leeway built into the rig. It's just that people don't tune their rigs right or take care of them — I can walk down any dock in the Bay Area and tell you which boats are accidents

waiting to happen." Telltale signs, says Schwab, include droopy spreaders, loose shrouds, weird toggle extensions, and decrepit turnbuckles. At any given time, Svendsen's has 20 or more masts in their yard for preventative maintenance, a practice Schwab thinks more people ought to get in the habit of.

What to do if you do lose your mast? After the initial confusion and running around is over, relax. Get a beer and calm down: often on a boat, one accident leads to another. Assess the situation: set priorities and then go about clearing up the mess. You may have to jettison the rig immediately if it's pounding on the hull, so be sure to know where the bolt cutters and/or hacksaw are (also, be sure your cotter pins are quickly removable in an emergency). Again, save the sails and rig if possible — in the '81/82 Whitbread Race, when it was too rough to get their broken rig aboard, the crew of *Rollygo*, a Frers 51, simply lowered the mess 30 feet beneath their hull and waited for daybreak. When things were calm enough, they hauled it up and set about creating a jury rig.

Each dismasting is a little different — if there's fifty ways to lose your rig, there must be hundreds of ways to improvise a repair. Worthwhile advice on how to handle these emergencies and set up jury rigs is really hard to come by — unfortunately, there's just no substitute for experience. Cornelis van Rietchoten, in his book *Blue Water Racing*, summed up this paradox thusly: "Solutions can be bought ten-a-penny from armchair theorists but sadly the few with real practical experience rarely seem to set their stories down on paper — possibly because the cold facts rarely reflect the high degree of leadership, ingenuity and teamwork required to overcome what are, in extreme cases, life and death situations."

On that note — realizing that we were armchair theorists at best, not even remotely possessing any real experience with dismasting — we decided to halt our investigation. ("You can't win 'em all, Paul . . .") Maybe we didn't exactly unearth every one of the fifty ways to lose a rig, but what the hell — it was a fun excuse to drag out some old file shots, retell some war stories and chat with a few of our friends in the rigging business. Anyway, we managed to get ourselves a deal on replacing those old shrouds . . .

— latitude — rkm



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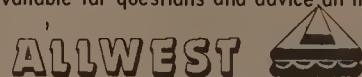
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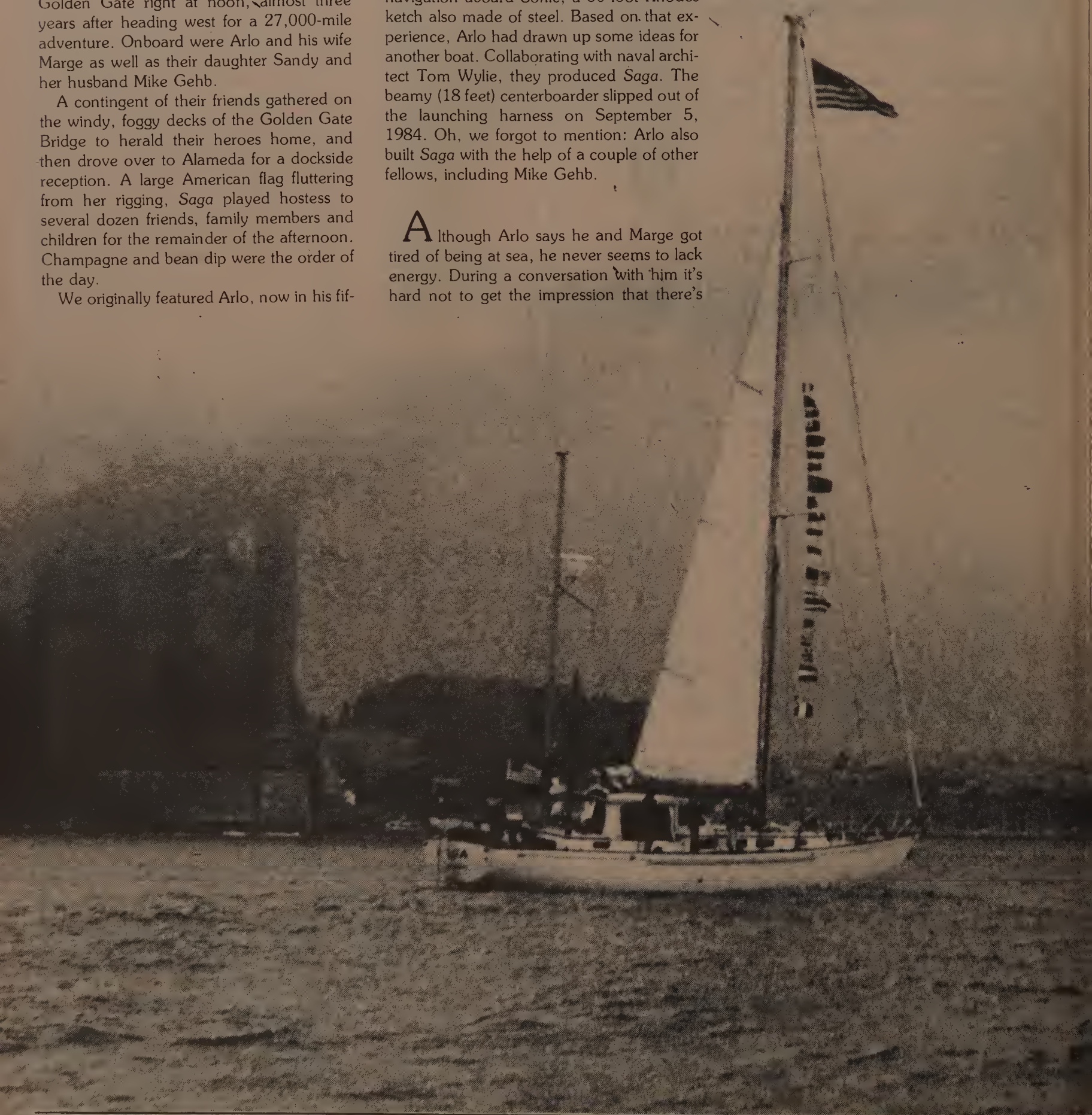
He's back! Arlo Nish, the globe trotting Alamedan, and his seafaring family have returned from their second circumnavigation. On July 2nd, their bright, white 65-foot steel yawl *Saga* slid back under the Golden Gate right at noon, almost three years after heading west for a 27,000-mile adventure. Onboard were Arlo and his wife Marge as well as their daughter Sandy and her husband Mike Gehb.

A contingent of their friends gathered on the windy, foggy decks of the Golden Gate Bridge to herald their heroes home, and then drove over to Alameda for a dockside reception. A large American flag fluttering from her rigging, *Saga* played hostess to several dozen friends, family members and children for the remainder of the afternoon. Champagne and bean dip were the order of the day.

We originally featured Arlo, now in his fif-

ties, back in January 1981. Three years earlier he had completed his first circumnavigation aboard *Sonic*, a 60-foot Rhodes ketch also made of steel. Based on that experience, Arlo had drawn up some ideas for another boat. Collaborating with naval architect Tom Wylie, they produced *Saga*. The beamy (18 feet) centerboarder slipped out of the launching harness on September 5, 1984. Oh, we forgot to mention: Arlo also built *Saga* with the help of a couple of other fellows, including Mike Gehb.

Although Arlo says he and Marge got tired of being at sea, he never seems to lack energy. During a conversation with him it's hard not to get the impression that there's



COMES HOME

something that he needs to go fix or build. ("Excuse me for just a minute, would you? I've got to go dig the Panama Canal.") Marge, during a tour of the boat, confided that Arlo's small onboard shop — a cubbyhole tucked away between the galley and the master stateroom — was his sanctuary. "Sometimes I think we break things just so he can fix them," she said with a laugh.

Although he's done a great deal of work on land as a contractor, builder and engineer, his love for the sea has never subsided. At 12 he was building speedboats in Oakland. He also worked in Barney Nichols' boatyard and fished commercially with his brothers. His blood pressure, you might say, rises and falls with the tide.

While Marge shared a cup of coffee with some friends down below in the extremely roomy main cabin, Arlo and I talked up in the cockpit, which is protected by a solid dodger. Not satisfied with the original look of the dodger, Arlo rebuilt it in Australia. He skillsawed two-and-a-half inches off the top and raked the windows aft a bit more for a sleeker look.

Saga, he explained, had been scheduled to spend another year-and-a-half at sea. After touring the South Pacific, Australia and South Africa, she was to have set sail for Europe and the Mediterranean. Instead, Arlo and company headed west and home.



The homecoming was a happy one for (l to r) Mike, Arlo, Sandy and Marge. Spread, 'Saga' passes under the Golden Gate.

"We just ran out of gas," he says. "And we got tired of checking in with the bureaucrats at the port captain's office, immigrations and customs. In Indonesia, they added two more: the Navy and the Health Department."

It would be fun to recount the highlights of

the trip. For Arlo, Bali with its friendly, polite inhabitants and non-western culture, stood out in particular. For Marge, it was the living history lessons they encountered in the area of New Guinea and the Solomon Islands, where relics of World War II could be seen everywhere. For Sandy and Mike, it was the diving, especially at Vanatua, where they went down to see the wreck of the *President Coolidge*, a passenger liner converted to a troop ship. Rather than do the tour package, though, we wanted to concentrate on what Arlo learned, and what did and didn't work from a family that has put in many miles at sea. Hence, a more utilitarian report.

Arlo reports a couple of interesting items in the health department. For one, even though he and his crew were always current on their shots, they were never once checked for their yellow certificate of vaccinations card. They got conflicting advice on how to deal with malaria, which was a problem in the Solomon Islands in particular. Four people on another boat had to leave after coming down with the illness, even though they had been taking the proper pills.

"We were told to use Maloprin when we got the symptoms," says Arlo. "Then we were told to take it all the time. The only problem with that is that you get immune to the effects of the drug. We eventually stopped taking it altogether and just figured

'SAGA'

we'd dose up if we needed it."

They never did. They never had a problem with hepatitis, either. Part of the credit goes to their onboard water collection system, which was constantly being replenished by runoff from the deck. Arlo installed a two-way valve for the deck scuppers. When it rains, he lets the downpour clean the salt off, then routes the fresh water to the 1,100 gallon holding tank. They never carried more than 300 or 400 gallons at a time, but that was enough to avoid having to take on local water that may or may not have been potable. It also meant being able to take fresh water showers every day, and Marge says Arlo would take two or three on some of the really hot days.

Saga also has an 800 gallon fuel capacity. The large tanks were designed, in part, to be part of a moveable ballast system, a favorite concept of Tom Wylie. By pumping water and/or fuel to the high side on long upwind or close reaching sailing legs, you can keep the boat more upright and sail more efficiently. Conversely, when going downwind, you can unload some of the excess.

Arlo didn't use the moveable ballast



Arlo surveys one of two winches ripped off the deck by flailing jib sheets.

system much, but he did take advantage of the large fuel carrying capability. "We didn't have to fill up that often," he says, "and

could pick the best prices when we did." Cost for a gallon of diesel averaged about \$1.40 worldwide. The best price he got was \$.74 in San Diego on the trip home.

Many sailors fear mixing electronics with a salt water environment, and with good reason. Arlo has never let the hazards of electrolysis stand in his way. You either go spartan, he says, or you go all the way. Saga's galley looks more like a modern home kitchen than anything yachtie, with electric gimballed cooking pots, microwave, convection oven, blender, and a large fridge and freezer. Other electronic gear abounds as well, including navigation devices, televisions, hi-fi's, electric fans for the tropics and even a small washer/dryer. The only problem he encountered (aside from switching from nickel cadmium to lead acid batteries) was leaking freon where the rubber hoses clamped onto the refrigeration compressor. He recommends using solid mechanical flare fittings instead.

Talking electrical systems with Arlo Nish is like chatting with Stradivarius about violins. For those of us who can't distinguish between an ohm and an amp, it's reassuring to know he exists. Saga's system ran off the main engine, linked to the 10kw, 110-volt generator by a Sundstrand variable displacement hydraulic pump. "It's a beautiful system," says Arlo, referring to the pump's ability to translate the engine's variable rpm's into a constant 60 cycles a second needed by the generator. He got all the juice he needed by running the engine about two hours a day. The crew appreciates the conveniences, too, including a plentiful supply of fresh-frozen meat, fish, vegetables and cold drinks.

"It's never too rough," Arlo notes, "to have ice in your martinis!"

The one kitchen appliance Saga lacked was a dishwasher. Alas, Marge says Arlo knows he's got two in herself and Sandy. She was extremely pleased, nevertheless, with the white plastic countertops made of DuPont's Corian. They had stainless surfaces onboard Sonic, which made the galley feel too institutional. The soft white plastic, which comes in thicknesses up to 3/4 inch, is heavy but very durable. Scratches and gouges are easily sanded out.

Above decks, Arlo had mixed successes. The jib roller furling system worked fine off the wind, but not so well uphill. "You should really change sails," he says. On a



65-footer, though, the working sails can be big and hard to handle. The mizzen was pretty useless, as he and Wylie knew beforehand, for sailing. If it were bigger, Arlo theorizes, he could lower the main in winds over 22 knots and sail with just the jib and mizzen. He also doesn't recommend roller furling for the main just because a boat's over 50 feet. He and Mike were always able to jiffy reef in about two minutes.

Saga sailed under spinnaker a great deal of the time. Arlo had rigged a double pole system which didn't quite work out. He had hoped to eliminate the need to jibe by attaching a pole to each clew. Doing so stretched the sail's foot too much and pinched the shoulders, making the sail look awful. The winged-out 140% jib was another good downwind sail, especially on the trip from Australia to Africa.

They also tried a multi-purpose spinnaker, or MPS, which Arlo now describes as "the

COMES HOME



Marge in 'Saga's spacious galley.

biggest joke around." Designed to be tacked to the bow, the MPS proved to be effective only in a narrow apparent wind angle. The rest of the time it was more frustrating than helpful. "Better to tack it to the pole and forget about it," says Arlo.

Some other notes from the *Saga* log:

✓ If he were to go long distance cruising again, Arlo would leave his hard dinghy behind and just take a couple of inflatables. The former takes up too much space and is hard to get in and out of. Also, make sure you lock your dinghy all the time. *Saga* lost hers in Darwin, Australia. Use a cable and a lock. Neither have to be atom bomb proof, just hefty enough to deter sticky fingers.

✓ After spending most of the 27,000 miles trying to work the bugs out of his homemade windvane, Arlo recommends

buying one ready-made. Not too many are big enough for a 65-footer, which is why he attempted to fabricate one.

✓ *Saga's* 6'6" keel allowed them to get into shallower spots than a full keeled vessel could go, but it necessitated making the rudder a bit short. The centerboard increased total draft to 14'9" for windward work. Arlo designed it to articulate, or shift from side to side to provide extra lift, another plan that never quite matured. Perhaps the centerboard's most valuable contribution was as a flopper stopper in anchorages with a lot of roll. "We'd just crank it down and cut the rocking motion in half," says Arlo.

✓ The butane barbecue on the afterdeck worked well in quiet areas, but in winds over 10 knots, all the heat blew away. Arlo built an outer shield, which increased the unit's efficiency to about 15 knots.

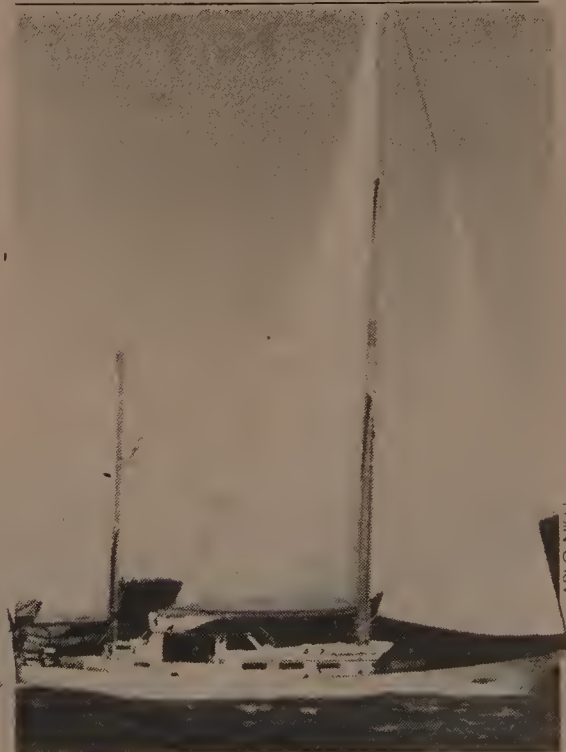
✓ The only serious gear damage occurred on the final leg up the California

coast. Beating north with a storm jib, Arlo and Mike had moved the jib leads farther aft than normal. During a tack, the flapping sheets hooked themselves under the self-tailing lip of the afterguy winch and ripped it right off the deck. The same thing happened on the other side, too. The moral of the story: make sure your self-tailing winches are lined up so they don't snag, even after three years of trouble-free sailing.

✓ Another advantage of the hard dodger is that it gives you a place to take off your foul weather gear before going below. "Salt will accumulate over time if you keep bringing it below decks with you," says Arlo.

A couple of months ago, Arlo chatted with Wylie about doing an 80 footer. Those notions have taken a back seat to getting his land legs back, moving ashore with Marge and fixing up a new home and selling *Saga*. He's sorry he didn't make it to Alaska, but after 17 years of seafaring and building boats he's ready for a change of pace. Marge feels the same way, although she'll never give up traveling. Many of the friends they made on this trip will be coming to visit soon themselves, so they'll be ready to return the hospitality.

Of course, Arlo did plan on having a



'Saga' under sail near Hamilton Island, Australia.

stand-up engine room on the 80-footer. And maybe he could build himself a little bigger shop . . .

("Excuse me for a minute, will you? I've got to go build a boat. I'll be right back.")

— shimon van collie

I would probably forget that my boat is a "cruiser/racer" if I didn't make a point of taking at least one cruise every summer, right in the middle of the racing season. First I find a weekend with no racing scheduled, then fill up the water tank, stock up on my favorite brand of canned beef stew (which is only edible on a boat, for some reason), pick out some books, and I'm off to my secret anchorage.

Only problem is, this "secret" anchorage isn't so secret. In fact, just about everyone I know goes to exactly the same place when they want to spend a night or two at anchor in a nearby cove. So I wasn't really too surprised when, having just thoroughly enjoyed a meal that would be totally unpalatable on land, put on a good tape, and opened an absorbing book, I was practically knocked off the settee by another boat coming alongside my port side at what felt like about nine knots.

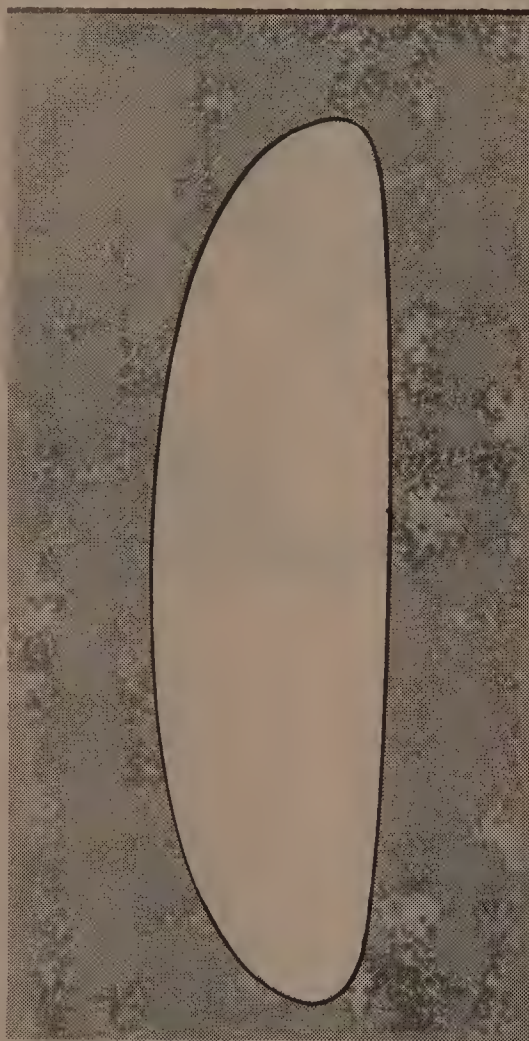
There was no crash, fortunately. Their big fenders took the initial impact, while the spring line they managed to snag around one of my primary winches took care of any relative velocity between the two boats.

"Ahoy, Max," shouted an older woman's voice, one I thought I recognized as belonging to a cruising acquaintance from the yacht club. I looked up through my cabin window to see a big bronze turnbuckle and some hand-worked baggywrinkle moving backwards as the spring line returned to its original length.

"Ahoy, Max!" repeated the voice, this time accompanied by her husband's. "Okay if we raft up with you?"

"Sure, why not," I said as I climbed up two steps of the companionway ladder and leaned against the edge of the hatch. "Come aboard for a drink as soon as you're put away."

"Thanks, we'll be over in a few minutes," they answered. They also informed me that



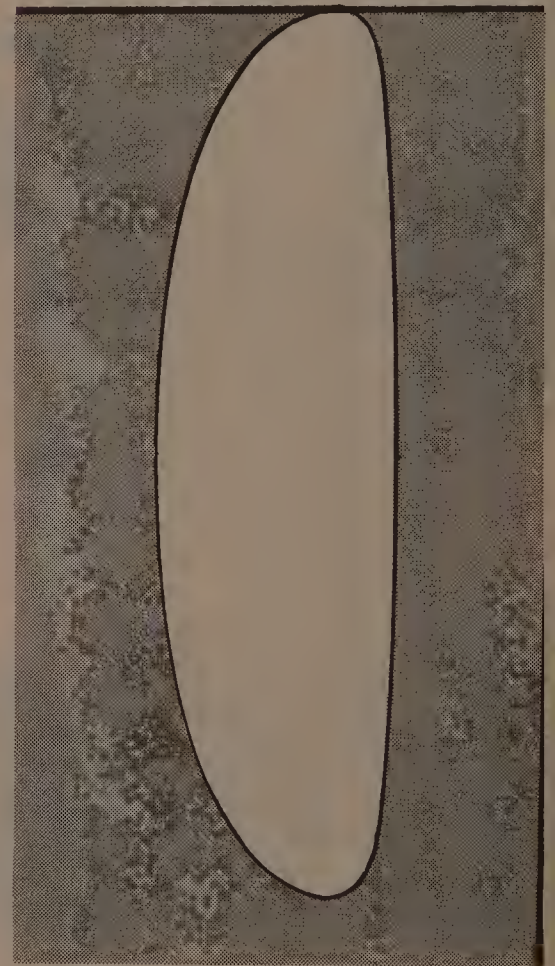
For a foil operating below the surface, the optimal shape is a full ellipse.

cocktail party, and on my boat, no less. "Well, that's what I get for trying to hide out in the same old cove once again," I thought to myself.

Just about the only thing the two boats tied up to me had in common was that they

because of its perceived superiority offshore in gale conditions, although to my knowledge the present owner had never taken it more than a mile out the Gate.

Meanwhile, on my starboard side, there



With one tip at the surface, or beneath a very narrow hull, the optimal shape is still close to a full ellipse.

was a very new, moderately light hull with a wing keel, elliptical rudder, roller furling everything, and a very finely detailed, cosmetically perfect interior that I remembered from the last boat show. A boat sold on its high-performance and "well thought-out interior", no doubt, but this one seemed to me to be permanently crippled by its lack of spinnaker gear or light-air sails. "No place to store all those sailbags anyway," I thought, what with that clever aft cabin that takes up most of the space normally used by cockpit lockers.

No sooner had I put the first round of drinks out on the folding cockpit table (which I always carry for just such emergencies),

On my port side was a fiberglass double-ender built in the mid-70's; heavy, full keel, doubleheaded rig, lots of traditional-looking bronze and teak . . .

another boat was due any minute, and that they would naturally be interested in tying up on my other side in order to keep the raft balanced on the single anchor.

Within a half-hour, my quiet weekend at anchor was transformed into a stand-up

were both considered to be superb cruising boats by their owners. On my port side was a fiberglass double-ender built in the mid-70's: heavy, full keel, doubleheaded rig, lots of traditional-looking bronze and teak. "A crab crusher," I thought, probably selected

FOILED AGAIN

when the inevitable verbal brawl between the two owners began.

"I'll bet that winged keel tracks even worse than a normal fin keel," asserted the double-ender. "You know, with my full keel underbody, I can just let go of the helm, walk around the boat, and I'll still be on course when I get back to the cockpit."

"Well, I can't exactly do that," confessed the owner of the wing keel, "but getting all that ballast down in the wings makes this

nice."

"But a full-length keel gets just as much ballast, if not more, down just as low," added her husband. "And you get the track-

starts to turn. But if I lock the helm, then the boat runs like it's on rails. You see, the keel on your boat is so big and long, with so much extra surface, that even without the rudder in the system the boat is directionally stable."

"So you have to lock the helm whenever

... Meanwhile, on my starboard side, there was a very new, moderately light hull with a wing keel, elliptical rudder, roller-furling everything and a very finely detailed, cosmetically perfect interior.

ing ability, too."

"But it's not really a valid test if you just let go the helm," responded the wing-keeler. "If

you let it go."

"Definitely. But like I said, with the helm locked, it's incredibly stable, as are almost all fin keel boats. I think that's a very small price to pay for the performance of a technologically advanced keel design."

"What about kelp?" I asked cautiously between sips of my drink, because I expected this to be something of a sore spot. "Doesn't it get hopelessly tangled around those wings?"

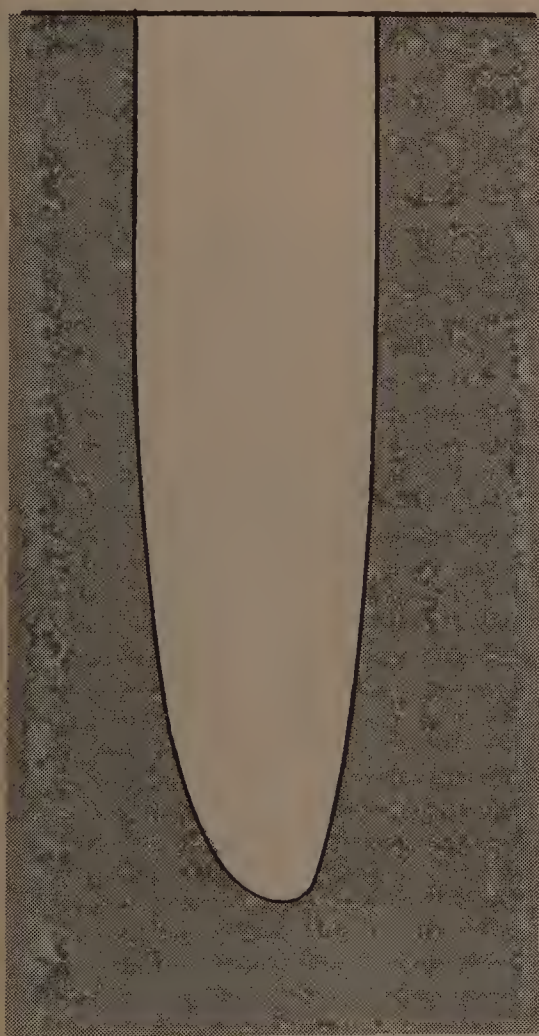
"Must be a terrible kelp-catcher," noted the two owners of the double-ender, nodding their heads in agreement.

"Hasn't happened yet," was the response. "You know, even a conventional bulb keel, even one with a lot of rake in it, like a Cal 20, for example, can be a kelp-catcher. The string of kelp wraps around the thin part of the keel just below the hull, then slides down the leading edge, until it gets caught where the keel widens into the bulb. The same thing can happen on my keel, of course, but it's not a very frequent occurrence."

I was able to restrain myself from asking if he had sailed to Santa Cruz.

We argued for a while about full battens versus roller furling, at which point I ducked below to assemble a plate of cheese and crackers for my guests. But when I returned on deck, the conversation was back to keels and hydrodynamics.

"Maybe you can explain all this 'elliptic keel' stuff to us," asked the double-enders. "Seems like every new boat ad brags about it, but my guess is that shaving away more keel area only makes the boat handle even worse. And cutting away the top of the keel, where it joins the hull, looks to me like insanity. That should be the place where you want maximum strength!"

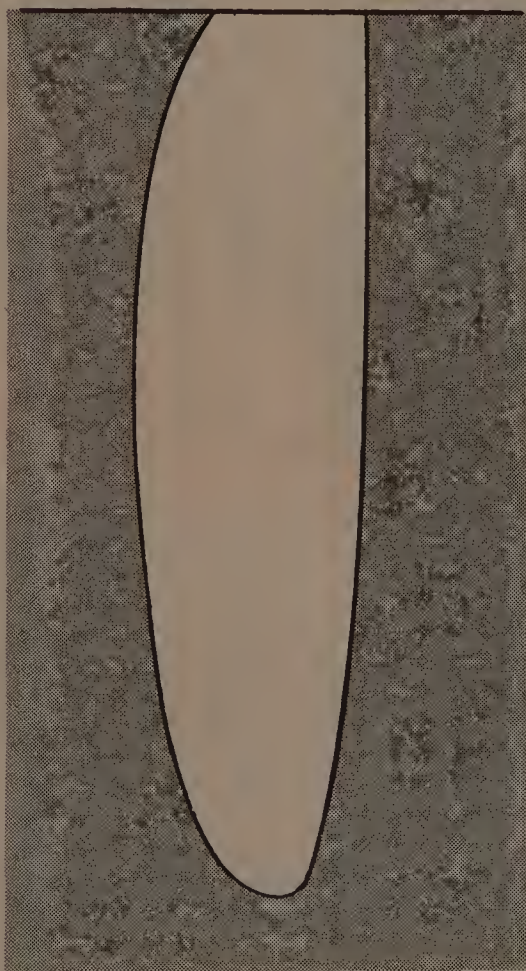


Beneath a very wide hull, the optimal shape becomes a half ellipse, and the effective aspect ratio is doubled.

boat real stiff, considering the shallow draft. Why, with a regular fin keel, this boat would draw almost two feet more water, and I wouldn't even be able to anchor in here safely — certainly not this close to the beach, out of the wind and current."

I reminded him that he hadn't actually anchored anywhere at all.

"That's a good point," said the woman from the double-ender. "Shallow draft is



Beneath most real hull forms, the optimal shape falls somewhere in between the half and full ellipse.

I just let go of my wheel; the rudder is free to rotate with the flow, and it doesn't do anything to the water. It's as if it wasn't there at all. So of course the boat is unstable, and

"I understand the advantages of elliptical keels and rudders," answered the wing keeler. "Something about minimizing induced drag caused by the vorticity spilling off the top of the keel, or something. But I have to admit, the cut-away root sections have me baffled. The hull should be acting

by the mast. After some maneuvering, we found space for the rig across the cabin top, with the board upside-down projecting out over the lifelines and almost into the cockpit

said purposefully, pointing to the owner of the wing keel yacht, and then to her skeg.

"Yes," he said, "we think we understand why elliptical keels and rudders are being used on sailboats. But take your skeg, for example. With the bottom of the board acting as such a good end-plate, why do they cut back so severely on the section right at the root? If they're just trying to get rid of root turbulence, wouldn't it be better to use appropriate root fillets and carry the maximum chord length and thickness right up to the hull?"

"That's a good question," she said through a mouthful of cheese and crackers, "but there's an easy answer — the free surface may have constant pressure, but not constant potential, so the hull is only a partial Optimal sailboard skeg shapes. 'E' represents the effectiveness of the board as an endplate.

As soon as the water reaches the trailing edge, a vortex forms, which creates the other end of the foil. The water surface is not an endplate!

like an end plate, blocking all the water from spilling over to the other side and causing a vortex. Why any designer would want to reduce the thickness and length of the keel right at the hull where it should be the most effective, and also where it has to carry the heaviest structural load, is beyond me."

"Just another fad," remarked the more traditional cruiser.

"Where is Lee Helm when we need her," I thought, idly watching some windsurfers sailing in the outer portion of the cove, on the other side of the wind line. But then I noticed one of the boards had sailed into the anchorage area, and was headed straight for our raft. And when the board got closer I began to recognize the sailor as — yes, right on cue — Lee Helm.

"Yo! Lee!" I hailed as she sailed past.

She carved up into the wind, tacked once, and came much closer across our sterns on the next pass.

"Your friend certainly does fill up a wetsuit nicely," remarked one of the owners of the double-ender, in response to which the other owner of the double-ender dispensed a sharp elbow-jab to the ribs.

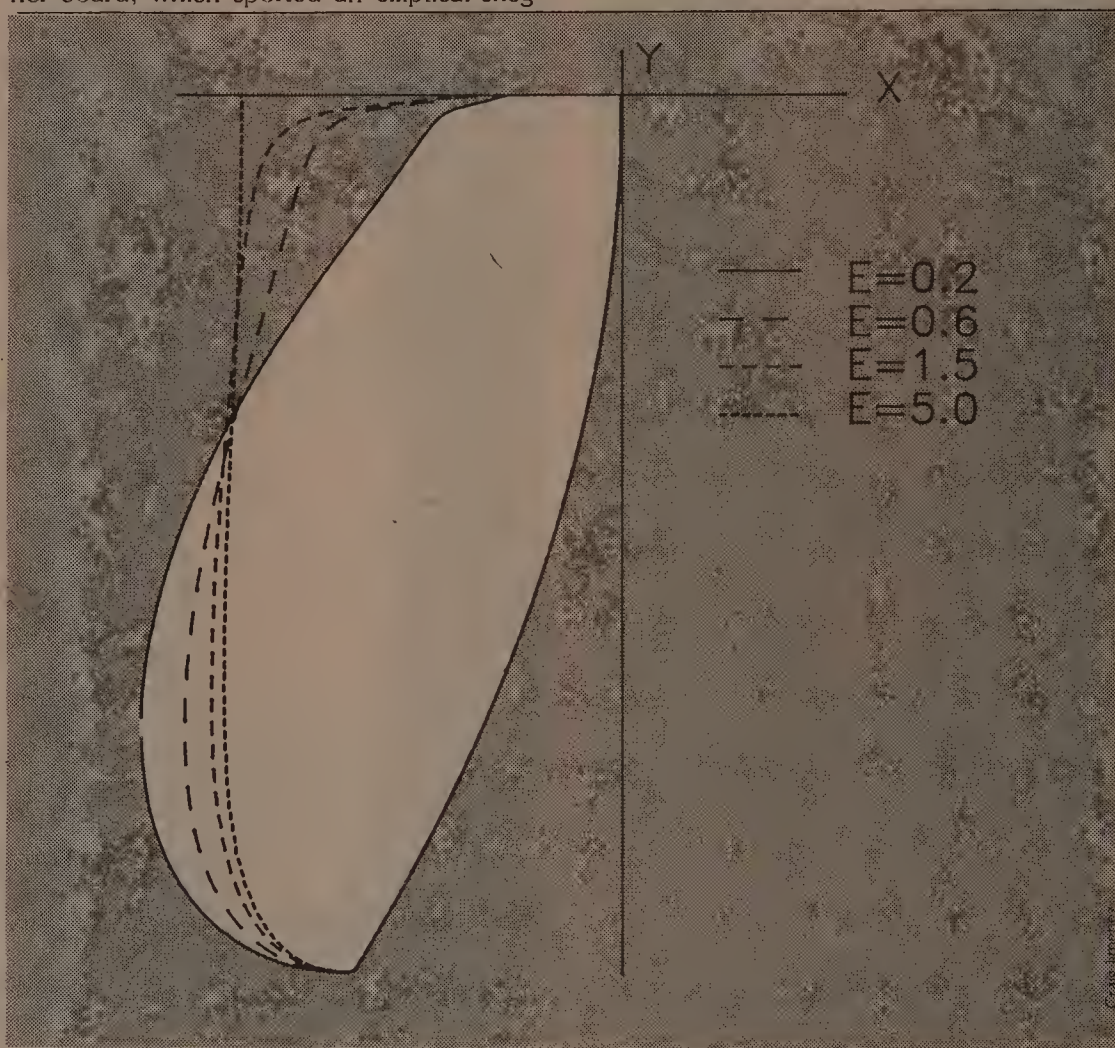
"Lee, what are you doing on this side of the Bay?" I asked when she came within range.

"Just out cruising with some friends, Max," she said as she let her sail luff, clew dragging in the water slightly. "We're on the big ultra-light anchored over in the next harbor. I mean, like, they never cruise without a good supply of sailboards in the forepeak!"

"Come aboard for a visit," I said, and after one more tack she was alongside the double-ender.

She climbed aboard, and then pulled the entire rig up after her, lifting the board up

of my boat. During this time I introduced her as a graduate student from the University Naval Architecture Department. When we returned to our seats in my cockpit, the tail of her board, which sported an elliptical skeg



complete with cutaway root section, was prominently displayed in front of us.

"My friend has a question for you, Lee," I

end-plate."

"What?"

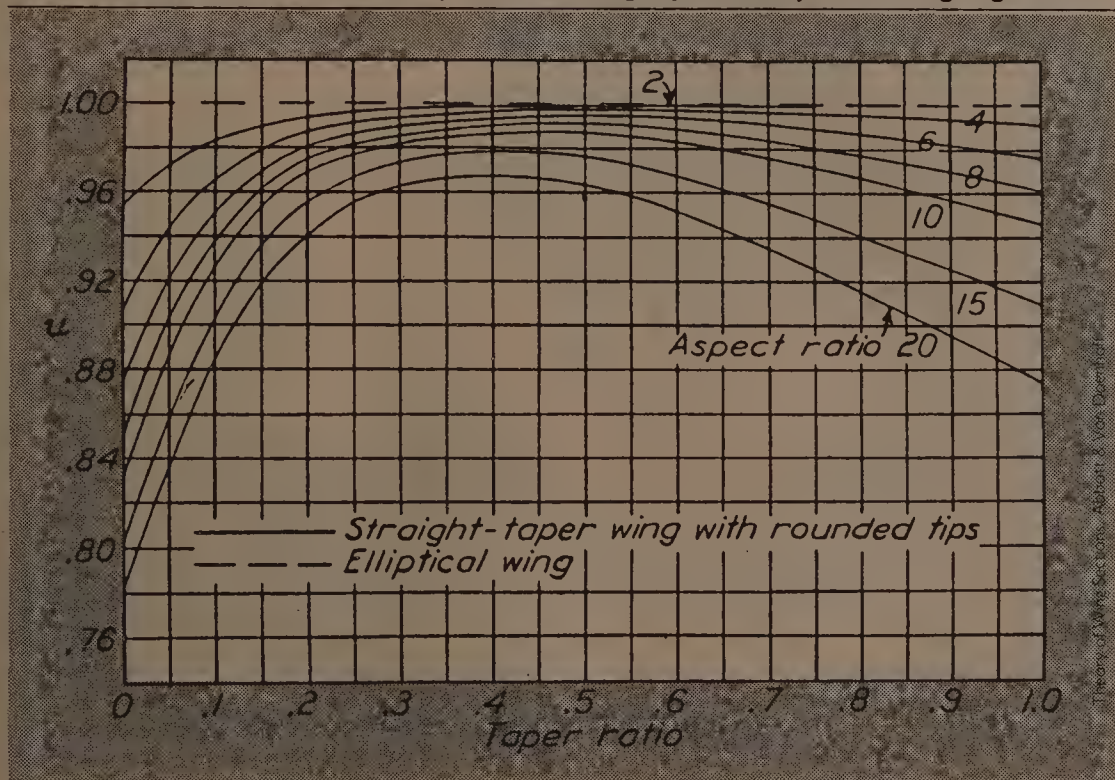
I ran below to the chart table, and brought back a pencil and an old sheet of race instructions to use as scrap paper.

"If you have a fully submerged foil of a

given aspect ratio," she explained as she drew the first sketch, "the ideal planform is a full ellipse, as you already know. I think you also already know that if you have one end of the foil against a large, flat plate, then the ideal shape is a half ellipse, because the flow over the full ellipse is symmetrical, and the plate duplicates the axis of symmetry."

wide hull will be closer to a half ellipse. I mean, like, windsurfers have known this for years. Boards with very wide tails use skegs with very little or no root cut-out, while boards with narrow tails do best with fairly extreme cut-out at the root."

"That's believable," I allowed, beginning to grasp intuitively what was going on.



Comparison of straight-tapered airfoils with elliptical airfoils. "U" is a factor used to compute induced drag.

She paused for a second to let this sink in, while she spread some more cheese on another cracker.

"But what happens if we move the foil up so that one end is right at the surface?"

No one ventured an answer.

"If the foil is generating lift," she continued, "the pressure on one side will be different from the pressure on the other side, so the water elevations will change. And as soon as the water reaches the trailing edge, a vortex forms, which creates induced drag just like the tip vortex at the other end of the foil. The water surface is not an end-plate!"

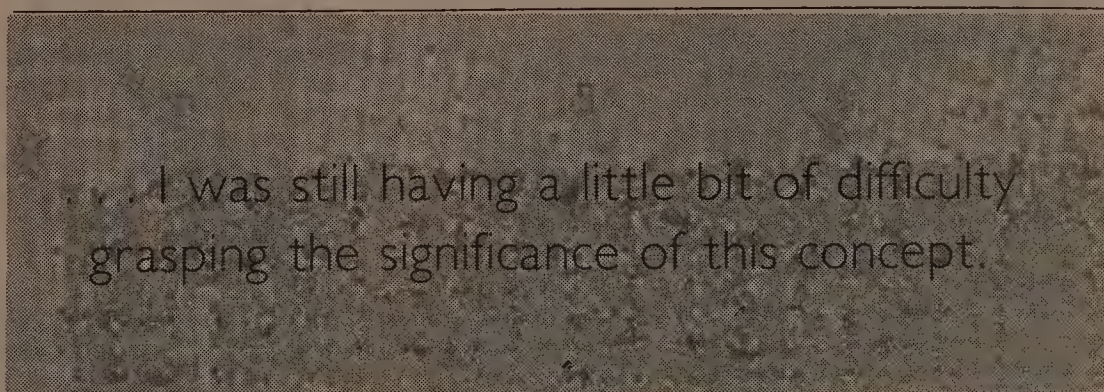
I was still having a little bit of difficulty grasping the significance of this concept, and I looked over at my friends to see if they were doing any better.

"So the ideal shape for a foil with one end at the surface is still a full ellipse," suggested one of the cruisers.

"Close to it," confirmed Lee, "especially under a very narrow hull. A wide hull does act as an end-plate, so the ideal keel on a

"Anyway," she said as she ate the last cracker on the table, "time for me to head back to my boat, before the wind dies — unless you have some more food here!"

"Want to split a can of beef stew?" I offered.



"Eeewww! Gag me with a winch handle!" she said, and began to re-launch her board.

"Like, it's too bad we draw so much water," she said as she started to sail away. "Otherwise, we'd come in and join your raft. See you out there!"

This brought the conversation back to deep vs. shallow keels, and the wing keel owner repeated his boast about his shallow keel performing as though it was much deeper.

"But what happens if you do run aground?" asked the woman from the double-ender. "We love to run aground — that is, we love to sneak into places where we really don't fit, and as long as it's mud or sand, we really can't do any damage."

"Yes, that's a good point," I added, reaching for my tide book at the same time. "When we hit bottom, we can get off by heeling over. But a wing keel draws more water when the boat heels, not less. Isn't that one of the reasons they work so well?"

From the expression on the wing keel owner's face, it didn't look like he had really thought this one through.

"And then when you dry out at low tide," continued the double-ender owner, "do you balance upright on the wings, or lay over on one side?"

"Imagine what would happen if you were balanced upright, and then fell over!"

I flipped the tide book to the current page, and scanned down for the day's predictions: "Minus 1.6!", I announced.

The owner of the wing keel yacht looked distinctly worried.

"Well, I think I'll just swing on my own hook tonight," he said.

"We should do the same, if the tide's going down that low," remarked the double-enders. "When the tide changes, we'll swing in much closer to the beach."

In another half-hour, I was alone with my stack of books once again.

I was still having a little bit of difficulty grasping the significance of this concept.

What the cruisers didn't know was that the tide was only going down to minus point eight that night, and that there would be at least ten feet of water anywhere we could swing.

Fortunately, my secret anchorage still has some secrets.

— max ebb

THE RACING

In the old days, July used to be the mid-summer break in the racing schedule, a chance to work on the lawn and get to know your wife and kids again. Not any more; last month we had distance races (**Silver Eagle, Boreas, Moonlight**), various nationals (**Olson 25, Santana 22, Olson 30**), some race weeks (**Audi Sobstad, Tahoe**), and a whole bunch of special events (**PICYA Championships, the Am/Aus Regatta, the Marui/O'Neill Windsurfing Tour, the Adams Cup Semi-Finals**, and more). Also in these pages, you'll find some **Halftime Scores**, the **Kenwood Cup** entry list, a **Public Service Announcement**, more news on **Citius**, the usual **Race Notes**, and one extremely weird photograph.

Olson 25 Nationals

To no one's complete surprise, Bill Riley, the defending Olson 25 national champion, ended up winning his second nationals in a row on July 8-10. Despite only winning one race, Riley's 4,2,1,4,3 record with *Pearl* was good enough to put away Dick Duoos' *Valkyrie* by four points. Last year, when the nationals were held on the Bay, the popular Sausalito sailor stomped on the fleet with four firsts and a second. "It's getting harder to win," he grinned, "Either they're getting better, or we're getting worse!" The "we" on the *Pearl* were Jack "Action Jackson" Adam, Greg Palmer, Kevin Burrell, and Chuck Mellor.

A total of 14 boats — four from the Bay, five from Santa Cruz, three from Huntington Lake, and one each from Colorado and Oregon — participated in the Monterey Peninsula YC hosted event. Four of the five races in the no-throwout series were buoy races on Monterey Bay with the wind in the

The series, the fourth ever Olson 25 nationals, was actually closer than the results indicate, and the winner wasn't decided until the final race. Only *Dog Lips* from Golden, Colorado, managed to win two races, but it wasn't enough to keep up with Riley's consistent finishes.

- 1) *Pearl*, Bill Riley, Sausalito YC, 13.75 points;
- 2) *Valkyrie*, Dick Duoos, Santa Cruz YC, 17.75; 3) *Witching Hour*, Keith Moore, South Beach YC, 19;
- 4) *Fast Freddie*, Wyatt Mathews, Cal SC, 20.75; 5) *Dog Lips*, Bruce Bates, Coors YC, 21.5. (14 boats)

PICYA Championships

Every July, unless they're on strike, the best professional baseball players get together during the midseason break for an all-star game. This year, the American League won 2-1 over the National League. And, as usual, a lot of sportswriters yawned the whole thing off, questioning what — if anything — it really proved.

The Bay's equivalent of an all-star game is

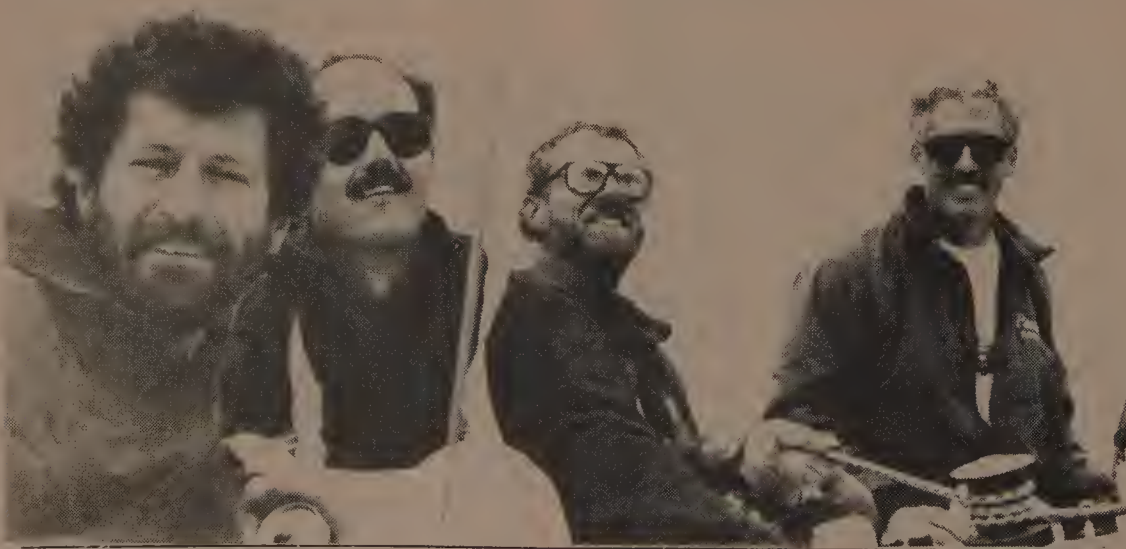


finest sailors and weapons into battle against each other. This year, the games were held on the blustery weekend of July 9-10. Four divisions (Islander 36, Santana 22, El Toro and a PHRF class for boats between 120-144) sailed three races and when the whole thing was over, we're not sure what — if anything — it proved.

But we can tell you everyone involved in the interclub contest had fun, especially the members of the Richmond YC all-stars, who dominated the festivities by winning three of the four events. St. Francis YC had the next best scores, followed by San Francisco YC.

Each club tries to put up their best talent in each of the four categories, which is enough of an excuse to run everyone's name who crewed on a winning boat. Chris Corlett, who came out of retirement to win the Big Lipton Cup for Richmond YC, was assisted on their *Islander 36 Williwa* by owner Rich Fordiani, Hogan Beatie, Mike Bruzzone, Jim "Dad" Gregory, Doug Hodges, Ike Manchester, Joe McCoy, Jim Robbins, and Rick Schuldt.

"I think we deserved to win," said Corlett, who also belongs to runner-up St. Francis



COURTESY CHUCK MELLOR

8-18 knot range. The other race was a 20 mile "distance" race, basically a lap around the southern half of Monterey Bay. That race featured fog, lots of kelp, and oscillating wind shifts (the latter two, according to Riley, are "things we Bay sailors only read about").

Four-fifths of the 'Pearl' crew. From left, Palmer, Burrell, Adam and owner, Bill Riley.

the annual Pacific Interclub Yacht Association Championship Regatta, wherein each of the 87 member clubs are invited to send their



'Fast Forward' in close quarters during the Lipton Cup.

YC. "We did our homework — we put in about 20 hours of sailing together before the regatta." They also beat out perennial Islander 36 champ Eric Warner in a sailoff to see who would represent the club.

Other Richmond YC members in the winner's circle were young Jason Fain, who won the Chipsa El Toro contest, and the elusive Jim Lindsey, who along with his longtime sailing partner Bill Claussen and Steve Bates sailed his Santana 22 *Seascope* to yet another victory in the Little Lipton Cup.

Breaking the Richmond YC stranglehold on the all-star games was Jim Coggan of San Francisco YC, who sailed George Vare's 14-year-old Mull 32 *Shadow* to victory in the Larry Knight PHRF competition. It was the second Larry Knight victory for the boat: the *Shadow* won the same trophy a dozen years before. Pulling the strings for Coggan, himself a four-time Larry Knight winner, were Tad Lacey, Mark Maymar, Greg Felton, and John Merrill.

BIG LIPTON (Islander 36) — 1) **Williwa**, Chris Corlett, RYC, 3.5 points; 2) **Wild Onion**, Billy George, StFYC, 4.75; 3) **Windwalker**, John Williams, SYC, 11; 4) **Blockbuster**, Hal McCormack, SFYC, 12; 5) **Shenanigan**, Mike Fitzgerald, TYC, 13; 6) **Fast Forward**, Bob Schucharot, SCC, 18.

LITTLE LIPTON (Santana 22) — 1) **Seascope**, Jim Lindsey, RYC, 2.25 points; 2) **Nemesls**, Mike Polkabra, StFYC; 3) **Wil E Coyote**, Bren Meyer, GGYC, 8; 4) **Diamond Sky**, Al Sargent, SFYC, 14; 5) (tie) **Gust Buster**, John P. Orfali, BYC, 17; 5) (tie) **Shazam**, Dave Hankel, IYC, 17; 7) **Anomone**, Mark Lindeman, EYC, 17; 8) **Risky Business**, Gary Cicerello, VYC, 24; 9) **Mariah**, Vern Huffer, SJSC, 27.

LARRY KNIGHT — 1) **Shadow**, Jim Coggan, SFYC, 4.75 points; 2) **Legacy**, Mark Rastello, StFYC, 5.50; 3) **Friction Factor**, Jim Antrim, RYC, 8.80; 4) **Abigail Morgan**, Ron Kell, CYC, 10; 5) **Limelight**, Harry Blake, TYC, 12; 6) **Risk**, Jim Peterson, HMBYC, 16.

CHISPA (El Toro) — 1) Jason Fain, RYC, 6.75 points; 2) Rick Moseley, SFYC, 9.75; 3) Walter J. Andrews, IYC, 10; 4) John-O Walsh, TYC, 11.75; 5) (tie) George Martin, EYC, 12; 5) (tie) Paul Fuge, SJSC, 12; 7) Brandon Paine, StFYC, 21; 8) George Gromeeko, LGYC, 23.

Bravura Gets the Flick

After four months of deliberation, the appeals committee of the YRA of San Fran-

cisco Bay has stripped Irv Loube's *Bravura* of her class victory in February's Corinthian YC Midwinters for not having a PHRF certificate. The race invitation specified that Bay PH ratings would be used; *Bravura* didn't (and, as of this writing, still doesn't) have one, so the Corinthian YC took it on themselves to assign them one. Well, two: the first weekend they gave *Bravura* a 72 rating, the second weekend they knocked them down to 66.

Max Gordon, whose Baltic 42 *Bydand* was the runner-up to *Bravura* in the series, protested *Bravura* for the infraction. Corinthian YC — acting, it would seem, as the judge, jury and executioner — denied the protest. Roger Eldridge and his appeals committee subsequently overrode that decision. The moral of the story, we suppose, is that everyone should spend \$20 for a valid PHRF certificate.

Moonlight Race

San Francisco YC's annual Midnight Moonlight Maritime Marathon (MMMM) attracted 23 boats to their Raccoon Strait starting line on Saturday evening, July 9. A Cal 20, *Samsara*, led off the reverse handicap "pursuit race" at 1800, and two hours and five minutes later the largest boat, Jim Clark's beautiful new Baltic 55 *Allegra* batted clean-up.

The first boat back — and therefore the winner — was Fred Paxton's aptly named Ranger 23 *Moonlight*, which finished the 35.6-mile roundtrip up to the Carquinez Bridge and back at 1:08 on Sunday morning. Finishing a minute behind *Moonlight* in the Moonlight Race (which actually was moonless) was *Moonshadow*, Wayne Behrens' Wylie 31. The possibilities for a "who's-on-first" type of play on words here are mindboggling — we'll let you make up your own.

• *Checkmate* (ex-Bullfrog), used her radar to pick her way through the fleet to come in third — not bad for her first race ever. Owner Clark, a Silicon Valley entrepreneur, had a bit of high caliber help for the low key race: Steve Taft, Duncan Kelso, Chris Boome, and a bunch of other "usual suspects" and their wives.

A pair of J/29's — *ESC* and *Blazer* — had a terrific battle for fourth, with the former getting the nod by a mere 20 seconds in the

LATTITUDE/JOHN R

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end. Race committee chairman Bob Christensen, who moved the start back a few hours this year for the tides (and because "a moonlight race should occur in the dark"), felt the funky combination of a reverse handicap start and the PHRF rule actually worked really well. "We were amazed that all sizes of boats finished so closely together," he claimed.

All but two boats finished within 40 minutes of each other. The last boat in, Peter DeVrie's recently purchased Davidson quarter tonner *Fun*, pulled in sometime after the race committee called it quits at 2:30. And yes, just about the time everyone was putting their boats and themselves to bed, the moon decided to come up.

1) **Moonlight**, Ranger 23, Fred Paxton; 2) **Moonshadow**, Wylie 31, Wayne Behrens; 3) **Allegra**, Baltic 55, Jim Clark; 4) **ESC**, J/29, Mark Roos; 5) **Blazer**, J/29, Michael Lambert; 6) **Impossible**, Ranger 23, Gary Kneeland; 7) **Secret of NIMH**, Express 37, Dailey/Lacey; 8) **Animal Farm**, Wylie 28, Ciaran Phibbs; 9) **Spaetlese**, Catalina 27, H. Fallant; 10) **Nightwind**, Ranger 23, Richard Sloan. (23 boats)

Silver Eagle Race

What a bummer! Only three boats out of 74 starters managed to finish Island YC's July 16th Silver Eagle inside-the-bay distance race before the 9 a.m. Sunday morning time limit expired. Not surprisingly, they were the three biggest boats in the race. Richard Leute's Santa Cruz 50 *Acey Deucy*, fresh off a class victory in the Catalina Race, continued her hot streak by finishing first on elapsed and corrected time. *Acey Deucy*, representing the Ballena Bay YC, finished the 80-mile tour of the bay at 12:25 on Sunday morning.

Next in was Hal Nelson's MacGregor 65 *Zeus*, which finished at 5:30 a.m. to claim second place. The third and final finisher was Bob Klein's Peterson 40 *Leading Lady*, which drifted backwards across the Golden Gate YC finishing line on the ebb at 8:00 that morning. About ten other boats — among them *Tamen*, *Frida* and *Jackrabbit* — gutted it out until the end, but couldn't quite make it to the line.

"It wasn't a pretty picture," allowed race organizer Christine Peterson. Some boats took as long as six hours to get from the starting line to the buoy off Pt. Bonita; then, the Bay Bridge parking lot nailed boats both

coming and going. Most boats dropped out late at night somewhere between the Bay Bridge and the San Rafael Bridge, but not before some crew members started losing it in the drifting conditions. "The radio was crackling with false reports of private 20 knot puffs," said Peterson. "One boat had Cup-o-Soups but no water, and was trying to work out a deal. Another boat was trying to get a Domino's Pizza delivered."

This was the slowest Silver Eagle in the 12 year history of this popular race. The last three have been real smokers, and Peterson promises that next year's race will once again feature lots of breeze. Because of the lack of finishers, Island YC will use the allotted trophy money to send participation awards to everyone that endured the race this year.

Audi Sobstad Race Week

While skeptics may point out that a PHRF Grand Prix event is a contradiction in terms, that's exactly how the promoters billed the fourth annual Audi Sobstad Race Week, held in Long Beach on June 23-26. And few, if any, of the participants on 104 boats would take exception to that description.



Two steps forward, one step back . . . The Silver Eagle fleet stalled out in light air and a big flood off Pt. Bonita.

Because only boats with PHRF ratings between 50 and 174 are invited, each of the five divisions was packed with boats of similar ratings. Winds were good for the tight four-race, no throwout series and a new arbitration system (wherein offenders could plea bargain their way out of facing a DSQ in the Room by accepting a percentage penalty beforehand) handled the 19 protests quickly. *Flambuoyant*, a J/35 owned by Barney Flam of Long Beach YC and sailed by his son Steve, won the new Audi Quattro Trophy for best performance of the weekend.

CLASS A — 1) **Flambuoyant**, J/35, Steve & Barney Flam, LBYC, 6.25 points; 2) **Buttercup**, Schock 35, John Cazier, BYC, 13.05; 3) **Raging Rosy**, J/35, Bill Rosenberg, CIYC, 16. (23 boats, all J/35's and Schock 35's)

CLASS B — 1) **It's OK**, R/P 42, Lewis Beery/Tom Willson, BYC, 6.25 points; 2) **No Illusion**, Swan 44, Ed McDowell, KHYC, 16; 3) **Toboggan**, Swan 42, Paul Queyrel, BYC, 19. (17 boats)

CLASS C — 1) **Salsa**, Frers 36, Leonard Nadler/Chris Collins, DRYC, 10.25 points; 2) **Mischief**, Soverel 33, Carolyn Nelson, BCYC, 15;



LATITUDE ROB

3) **Bingo**, CF 37, Bert Gardner/Hank Schofield, LBYC, 17. (20 boats)

CLASS D — 1) **Cobra**, Catalina 38, Bill Huber, SYC, 11.75 points; 2) **Celerity**, Etchells 22, Steve Moffett, ABYC, 13.75; 3) **Marishanna**, Santana 35, Dave Dwoskin, CBYC, 14.5. (25 boats)

CLASS E — 1) **Gizmo**, Farr 30, Drew Satarino, LBYC, 15.75 points; 2) **I'll Go**, Chaser 29, Donald Preston, PMYC, 18.75; 3) **Minor Details**, Andrews 26, Chuck Cook & Rich Wickert, LBYC, 20. (20 boats)

Am/Aus Races

"It was the most wind I've ever sailed a 6-Meter in," began skipper Tom Blackaller, as he enthusiastically recounted the first race of the eighth American-Australian Challenge Trophy. "We had just rounded the weather mark up by Pt. Blunt and were heading back towards the Berkeley Circle with the chute up when a 40-knot puff rolled through. The boat rolled to weather just like an IOR boat and then just hung there, going along on its side. For awhile I thought we were going to send it to the bottom!"

"We pulled out of that one, jibed somehow, and put a three foot hole in the middle part of the kite — where it's 1/2

ounce material instead of 3/4. We took off at full blast on port jibe, water just pouring over the splashboards; we were all sitting as far back as we could, bailing like crazy. We were half scared to death — with a boatful of water and a kite about to blow up — but when we looked back, the Aussies were totally knocked down, even more messed up than we were."

On the second downwind leg, while leading by about six minutes, the crew of the *St. Francis IX* set again, although this time it was the 1.5 ounce kite. After almost sinking the boat again, Blackaller decided that discretion was the better part of valor, and sailed the rest of the leg with a jib. It didn't matter much — they went on to defeat the Phil Thompson driven *Port Douglas*, their Australian rival, by a whopping 4 minutes and 19 seconds.

The other three races, while not nearly as exciting, were equally lopsided. Blackaller took three of the four starts and led at every

Blackaller's Indians for this nautical version of Custer's Last Stand were Ron Anderson (pit), Scott Easom (main), Ken Keefe (bow) and Hank Stuart (trim). "Another person deserves a lot of credit, too," said Tom, "Phil Kaiko designed a new rudder for heavier air, and it transformed the boat. Our speed advantage came from a combination of things, but Phil's new rudder was the single biggest difference."

The two 6-Meter sisterships (both are from the same Pelle Petterson mold) have met several times before, back when *Port Douglas* was owned by Larry Harvey and called *Miss Crocodile*. *St. Francis IX* has never lost to her sistership, nor has the *St. Francis YC* lost the Am/Aus competition since it began back in 1970.

The yacht club is currently gearing up for the 6-Meter worlds in Sweden next summer — a new boat, *St. Francis X*, should be under construction in a few months. With one of the fastest 6-Meters in existence as a



LATITUDE KAREN

The 'St. Francis IX' five: (l to r) Ron Anderson, Hank Stuart, Ken Keefe, Scott Easom, Tom Blackaller. On to Sweden?

mark, winning by 2:30 in the second race, 4:43 in the third and 2:20 in the last of the four out of seven series.

trail horse, three of the best keelboat skippers in the world to chose from (Blackaller, Paul Cayard and John Kosteki), and probably more 6-Meter experience than any other club in the world, we figure that *St. Francis X* will be the boat to beat next summer.

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Marui/O'Neill Windsurfing Tour

The world's best boardsailors converged at Crissy Field from June 29th to July 3rd for the second Marui/O'Neill World Tour. In winds ranging from mild to near nuclear, the 70 men and 19 women from 23 nations ripped and shredded the waters east of the Golden Gate to the delight of several thousand onshore spectators.

Foreigners dominated the standings, led by tall, blond Anders Bringdal of Sweden in the men's division and petite Nathalie LeLievre of France in the women's. Bringdal topped out with five bullets, far ahead of second place Bjorn Dunderbeck, the 18-year-old wunderkind from Spain. Bjorn's sister, 17-year-old Britt, took second to LeLievre. The women's pair tied on total points, but LeLievre won the tie breaker.

Putting on a tremendous display was Santa Cruz's Trevor Baylis, who placed 8th overall. "My dream was to place in the top ten," said Trevor at the awards ceremony.

An indication of the speeds at which these sailors are now competing: Tom Martin, who drove a chase boat for visiting photographers, said he fished one competitor out of the water who had been launched by a puff and his head had gone through his sail! "The sail was shredded," reports Tom, "and he had a pretty sore neck."

In addition to the course racing, qualified local sailors got to play with the big kids in the 10th annual Berkeley Classic, a 20 mile race from Crissy Field to Berkeley by way of the Golden Gate. Clear skies lured several sailors, such as Alameda's Bard Chrisman, into using big sails, but the wind kicked in between Alcatraz and Angel Island, causing pulses to race. Almost a third of the 150 entry fleet failed to complete the course.

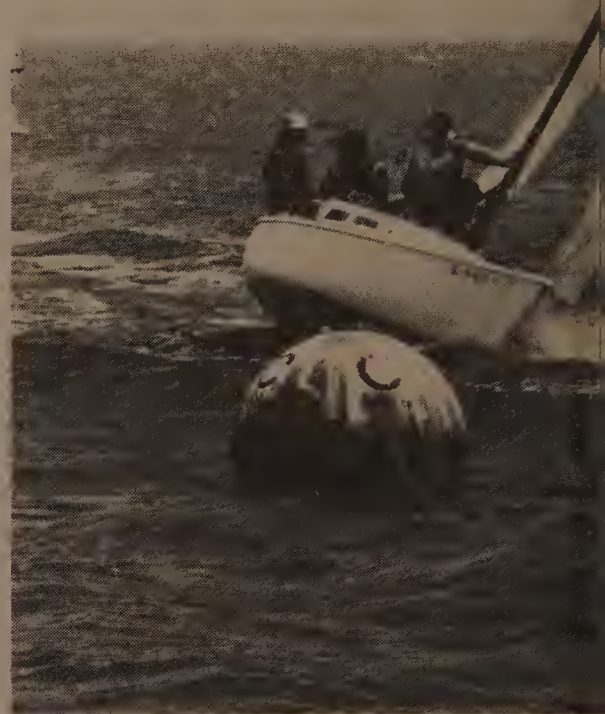
Also for the second year in a row, windsurfers, bicyclists and runners combined their talents in the Reach, Ride and Run competition. Nineteen individuals and nineteen teams vied for prizes, with San Francisco's Tim Itin repeating as the solo men's champ and Katie Griffith from Marin taking the women's crown.

MARUI/O'NEILL WORLD TOUR — Men: 1) Anders Bringdal, Sweden, 3.5 pts; 2) Bjorn Dunderbeck, Spain, 11.7 pts; 3) Stephan Van Den Berg, Holland, 15.0 pts. **Women:** 1) Nathalie LeLievre, France, 7.4 pts; 2) Britt Dunderbeck, Spain, 7.4 pts; 3) Anick Graveline, Canada, 10.4 pts. (1988 Marui/O'Neill Overall winners — Men: Bjorn Dunderbeck. Women: Nathalie Siebel, West Germany.

O'NEILL BERKELEY CLASSIC — 1) Phil McGain, Australia, 1:17:22; 2) Stephan Van Den Berg, Holland, 1:18:02; 3) Robby Naish, Hawaii, 1:18:05. **Top Women:** Anick Graveline, Canada, 1:34:42. **Top Master (35 and over):** Bard Chrisman, Alameda, 1:22:52. **Top Production Board:** Warren Seward, Berkeley, 1:30:07. **Top Master Production Board:** Paul Heineken, Larkspur, 1:43:16.

Santana 22 Nationals

The Santana 22 Nationals, held in conjunction with the Olson 25 Nationals on July 8-10 at Monterey Peninsula YC, were a family affair aboard the winner *Hot Ruddered Bum*. The father/son team of Wilson Fieberling (father, boat owner and sail trimmer) and son Eric (driver) beat eight other sisterships, putting together a 1,4,1,1,2 record to edge out Dr. Eric Peterson's *For Sure* by 3.5 points. Splitting the crewing chores for the Fieberlings during the five race series were, naturally, Eric's mom (Wilson's



wife) and his girlfriend.

"It's all in the family," said Eric, a 29-year-old Oakland engineer. The Fieberlings have been sailing *Hot Ruddered Bum* for 15 years, with their best previous showing in a Nationals being a second place six years ago. Interestingly, Wilson makes his own sails for his Santana 22. "My dad cuts them out of dacron, glues them together and, these days, takes them to Larsen to get stitched. He wrecked too many sewing machines doing it himself."

Hot Ruddered Bum was the only boat to come down from the Bay for the moderate wind event. Unfortunately, the Little Lipton Cup, which was sailed in Santana 22's the same weekend, cut into the number of participants. Apparently, the PICYA kingpins switched the Little Lipton from Cal 20's to Santana 22's after the latter's nationals were already scheduled. Next year, the Santana 22 nationals will be hosted by the Corinthian YC on July 1-3.

1) *Hot Ruddered Bum*, Eric & Wilson Fieberling, Oakland; 2) *For Sure*, Eric Peterson, Santa Cruz; 3) #90, Blair Olsen, Fresno; 4) *Krash*, Charles Kurtman, Fresno; 5) *Surge II*, Charles Rozcko, Santa Cruz. (9 boats)

Kenwood Cup

Forty-five boats from eight countries were signed up for the biennial Kenwood Cup as we go to press. It's a small but impressive fleet: 11 maxi's, 3 ULDB maxi's, 13 one tonners, and 15 high octane gold platers in the



LATITUDE RICHARD

Retired 'Latitude' employee Shimon Van Collie carving up the Bay in the O'Neill Berkeley Classic.

"and now that it's over I realize that was a crazy dream! There were guys behind me that are incredibly good."



Santana 22 Nationals? No, it's a pair of 22's rounding Crissy in the Little Lipton.

middle classes. Eight countries are represented: the U.S. (15 entries), Japan (12), Australia (10), England (3), New Zealand (2), and one each from France, Italy and Brazil. Of the 15 U.S. entries, only *Bravura* is from Northern California, a sad decline from the days when *Bullfrog*, *Scarlett* and *Great Fun* ruled the seas.

The U.S. teams consist of *Bravura*, *Champosa V* and *Insatiable* on the red team; *General Hospital*, *Jubilation* and *Quintessence* make up the white team. Among the luminaries in attendance will be Dennis Connor (*Kialoa*), Peter Gilmour (*Sovereign*), Australian John Bertrand (*Great News*), ESPN's Gary Jobson (*Matador*), Paul Cayard and Iain Murray (*Il Moro*), Eddie Warden-Owen (*Indulgence*), and Robbie Haines (*Insatiable*).

Ocean Newcomer Wins Boreas Race

Only six boats out of 19 starters managed to finish Elkhorn YC's 37th annual 84-mile race from San Francisco to Moss Landing on July 2-3. Usually this race is a quick downwind sprint — a slightly longer and windier version of the Windjammers Race — but this year conditions were painfully light. The first finisher, Keith MacBeth's new Wylie 37 *Absolute 88*, limped into Moss Landing first

at 8:15 on Sunday, July 3 — just over 24 hours after the Saturday morning start at St. Francis YC. You don't need a computer or a calculator to figure out that this race was really, really slow.

Vivace, Bill Riess' three-year-old Olson 25, straggled in at 10:42 a.m., correcting out as the overall winner by 15 minutes over *Absolute 88*. For Riess, who sails for the Cal

Gate once before, as a crewmember in the Farallones Race on the half tonner *Petrified*. "My crew talked me into entering," Riess explained, "Mainly we looked at it as a fun way to get the boat to Monterey for our class nationals (held July 8-10)."

Riess was quick to give full credit to his crew — "I was the least experienced person on board," he claimed. Sailing on *Vivace*

1988 Kenwood Cup Entry List

Class	Boat Name	Rating	Design	Country	Owner/Charterer
E	<i>Black Jack</i>	30.50	Farr 40	Brazil	Von Lachmann
E	<i>Bravura</i>	30.55	Farr 40	U.S.A.	Loube
D	<i>Cadenza</i>	35.93	N/M 45	U.S.A.	Eichenlaub
E	<i>Cane Fire</i>	30.40	Andrews 39	U.S.A.	Flanders
C	<i>Champosa V</i>	40.02	N/M 50	U.S.A.	Morita
A	<i>Congere</i>	69.94	Frers 77	U.S.A.	Koeppel
A	<i>Emeraude</i>	62.54	Frers 72	France	Dewailly
B	<i>Emotional Rescue</i>	56.80	Davidson 56	New Zealand	Woodroffe
E	<i>Esanda Way</i>	30.40	Davidson 40	Australia	Johns
E	<i>General Hospital</i>	30.20	Farr 40	U.S.A.	Wallinski
C	<i>Great News</i>	40.03	Farr 50	Australia	Forbes
D	<i>High Roler</i>	34.03	Holland 43	New Zealand	Stewart
A	<i>Il Moro Di Venezia</i>	70.05	Frers 80	Italy	Gardini
D	<i>Indulgence VI</i>	34.48	Andrieu 43	U.K.	Walker
D	<i>Insatiable</i>	35.18	N/M 45	U.S.A.	Krehbiel
C	<i>Jubilation</i>	42.88	Frers 54	U.S.A.	James
E	<i>Juno</i>	30.54	Humphreys 39	U.K.	Peacock
E	<i>Kaitaro IV</i>	30.50	Farr 40	Japan	Chiba
E	<i>Karasu</i>	31.05	Takai 39	Japan	Nanamori/Suzuki
A	<i>Kialoa</i>	70.03	Frers 79	U.S.A.	Kilroy
B	<i>Marishiten</i>	70.00	N/M 67	Japan	Takeda
A	<i>Matador</i>	70.03	Frers 82	U.S.A.	Koch
E	<i>Matenrow</i>	30.82	Yokoyama 40	Japan	Sugiyama
C	<i>Mauna Lani Flash</i>	37.80	Peterson 48	U.S.A.	Kamisugi
E	<i>Miho</i>	31.37	Yokoyama 40	Japan	Hamada
D	<i>Mimi</i>	33.10	Farr 43	Japan	Kanai
D	<i>Ninja</i>	33.95	Davidson 44	Japan	Nishida
E	<i>Once a J. Swagman</i>	30.50	Davidson 40	Australia	Jacobsen
A	<i>Undine VII</i>	69.80	Frers 80	U.S.A.	Long
D	<i>Quintessence</i>	33.07	R/P 42	U.S.A.	Hughes
A	<i>Ragamuffin</i>	71.00	Frers 79	Australia	Fischer
B	<i>Renoma</i>	69.46	Lee 70	Japan	Ishizaka
E	<i>Ronstan Ult. Ch.</i>	30.55	Dubois 40	Australia	Abrahams
E	<i>Sagacious V</i>	30.50	Farr 40	Australia	Appleby
E	<i>Selkaiha</i>	30.48	Jeppesen 40	Japan	Kiyota
D	<i>Sleeper</i>	32.64	N/M 42	Japan	Takebe/Ohno
A	<i>Sorcery</i>	70.10	Mull 82	U.S.A.	Wood
A	<i>Sovereign</i>	70.99	Pedrick 83	Australia	Lewis
D	<i>Togo X</i>	34.96	Takai 44	Japan	Yamada
D	<i>Vanguard</i>	33.78	Farr 43	Australia	Cawse/Drent
E	<i>Venture I</i>	30.43	Frers 40	Australia	Ryan
E	<i>Victoria</i>	30.59	Takai 40	Japan	Ogino
A	<i>Windward Passage II</i>	71.00	Frers 80	Australia	Muir
A	<i>Winterhawk</i>	61.86	Farr 68	U.S.A.	Day
C	<i>Yeoman XXVII</i>	40.16	Farr 50	U.K.	Aisher

Sailing Club, it was a particularly sweet victory — it was his ocean racing debut as an owner. In fact, he'd only been outside the

were Steve Becker, Ellen Carothers, Chris Nash, and navigator John Liebenberg (who owns *Friday*, the 13th Express 27). Accord-

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ing to Reiss, the hardest part of the race was trying not to fall asleep on watch as the boat slatted around in the light conditions. The best part, aside from Ellen's chicken dinner and homemade cookies, was "crossing the finish line, bleary-eyed and exhausted, and finding out how well we'd done. It was a real thrill!"

Riess is already checking his calendar to find out when the next ocean race occurs. Complete results follow:

Class A — 1) **Vivace**, Olson 25, Bill Riess; 2) **Absolute 88**, Wylie 37, Keith MacBeth; 3) **Scandalous**, Olson 30, Dave Mosher; 4) **Elusive**, Express 37, Dick Desmaris. (3 others DNF)

Class B — 1) **Jackrabbit**, Islander 40, Dave Ligett; 2) **Excitable**, Comp. 1000, John Martindale. (10 others DNF)

Adams Cup Semi-Finals

As expected, San Francisco YC's Susie Madrigali easily defeated a field of six contestants in the Richmond YC hosted Adam's Cup semi-finals on the weekend of July 16-17. At stake was the right to represent Northern California in the Adam's Cup — the pinnacle of women's keelboat sailing in the U.S. — on August 17-21 up in Everett, Washington. Susie, who finished second in the Adam's Cup last year in Florida, should be one of the favored entries in the finals, which will be held in J/22's.

The six-race, one-throwout elimination series was held in J/24's in light to moderate air. Courses were short (one race took only 19 minutes) and the headsail selection was limited to #3's, so the racing was fairly tame. Madrigali, in yachting parlance, kicked butt — five firsts and a fourth (due to a misinterpretation of the rather vaguely worded instructions while they were leading). After the throwout, she sailed a perfect series.

"You can't sail these boats alone," said Susie. "I'm lucky to have a great crew." Sailing with Madrigali were Vicki Sodaro (bow), Stephanie Wondolleck (middle) and Anna Peachy (trimmer). Corinthian YC's Marsha Peck Mahoney finished second, assisted by Alice Creedens, Pam Eldridge, and Helena Guy. Alex Monson, sailing for the Cal Sailing Club, came in a close third — in fact, the difference between second and third place was settled afterwards in the protest room. Alex's crew was Rhonda Fleming, Katherine Kipp, and Liz Whitney.



Shirley Temming of Encinal YC was fourth; Linda Corrado Roy of Corinthian YC was fifth; and Terry Adler of Sausalito YC was sixth

Pete Smith Series

For the third year in a row, Carl and Mark Ondry sailed their Mancebo 30 *Bloom County* to overall victory in the first half of the Midget Ocean Racing Association's ocean season. The four-race, one-throwout series, which is named in honor of Pete Smith (Dee's father), consisted of the Lightship, Jr. Waterhouse, Farallones and Corlett races.

However, *Bloom County* wasn't alone in winning the light division, as reported here last month — she tied with *UXB*. Nor did *Summertime Dream* win the heavy division. It seems there was a major snafu with the results of the Farallon Race, which in turn effected the overall results. Correct results follow:

LIGHT DIV. — 1) **UXB**, Express 27, Pat Strange, RYC, 3.5 points; 2) **Bloom County**, Mancebo 30, Carl and Mark Ondry, SYC, 3.5; 3) **Anna Banana**, Moore 24, Joe Durrett, NPYC, 6.75.

HEAVY DIV. — 1) **Candace Ann**, Cal 2-27, Mark

'*Bloom County*', the boat to beat in the Midget Ocean, pulled off the hat trick in the Pete Smith Series.

Melson, Stockton SC, 2.25 points; 2) **Summertime Dream**, Schumacher 26, Corry Cook, CSC, 3.5; 3) **Animal Farm**, Wylie 28, Rod Phibbs & Sons, TYC, 10.

OVERALL — 1) **Bloom County**, 3.5 points; 2) **UXB**, 7.75; 3) (tie) **Candace Ann** and **Anna Banana**, 10.

HDA Halftime Scores

While we're on the subject of halftime scores, here are the results of the first half of the Handicap Racing Association's summer season. Results are preliminary, pending a few protests. They're based on four races and no throwouts (normally, it would be a five-race, one-throwout series but the cancellation of the Vallejo Race changed that).

DIV. F — 1) **Sail la Vie**, Jan Borjeson, CYC, 7.5 points; 2) **Pik Off**, John Jansheski, SFYC, 11.75; (4 boats)

DIV. H — 1) **Tres Equis**, Rick Lowery, SYC, 3 points; 2) **Miss Conduct**, Tom Mason, StkSC, 11. (4 boats)

DIV. J — 1) **Wavetrain**, Rick Caskey, BYC, 4.25 points; 2) **Storm Rider**, Greg Warner, RYC, 12; 3) **Harp**, Mike Mannix, IYC, 15. (14 boats)



BILL PARKS

DIV. K — 1) **Pretty Penny**, Roger Strawbridge, SFYC, 8.50 points; 2) **Blue Lou**, Walt Featherstone, SMYC, 9.75; 3) **Sonata**, Lockwood/Weaver, RYC, 17. (11 boats)

DIV. L — 1) **Chocolate Ship**, Bob & Dan Halem, IYC, 14 points; 2) **Crinan**, Bill West, EYC, 14.25; 3) **Intrepid Fox**, Fitzmaurice/Richards, CSC, 14.75. (13 boats)

DIV. M — 1) **Grenadier**, Paul Osborn, TYC, 4.25 points; 2) **Slow Dancer**, Dennis Beckley, RYC, 19; 3) **Babies on Board**, Roger Brewton, BVBC, 23. (18 boats)

Public Service Announcement

Lauren Carlisle, our local YRA secretary, recently sent us a list of trophies which have been collecting dust in her office. If your boat's name appears below, you may be joyfully reunited with what's rightfully yours by stopping by the YRA office in Fort Mason. Office hours are 9 to 5, Monday through Friday, but Lauren suggests calling ahead (771-9500) anyway to arrange an appointment. Warning: don't even contemplate asking her to mail you your trophy.

If you don't pick up your stuff in a few months, it'll be assumed — and why not? — that you're not the kind of person who cares about material reminders of a winning day

on the Bay. Your loss is our gain, as YRA will donate all unclaimed trophies to *Latitude*. We're going to weld them together into a gigantic sculpture which will be displayed in our new office space. If you don't want your pickle dish to be forever immortalized in our "Victory at Sea" artwork, run — don't walk — down to the YRA office.

Here goes: from 1980, *Unlikely*, *Oooh No!*. From 1982: *Intrepid Fox*, *Amara*, *Joint Venture*, *Lionheart*. From 1983: *Schatje*, *Second Stage*, *Bravura*, *Sorcerer*. From 1984: *Calliope*, *Blue Goose*, *Tesserae*, *Navstar*. From 1985: *Sheba*, *Blue Blazer*, *Onager*, *No News*, *Avocet*, *Cannibal*, *Red Rider*, *Dinkyramb*, *Concubine*, *Good Time*, *PDQ I*, *Firecracker*, *Nob Hill*, *Chamde*, *Wavelength*, *Moria*, *Red Rider*, *Suzi*, *Pearl*, *Blazin' J*.

In 1986, we have *Smokin' J*, *Windjammer*, *Summer Palace*, *Paradigm Lost*, *Zodiac*, *Don Wan*, *Mesmerize*, *Still Smokin'*, *Cinnabar*, *Mona Too*, *Breezin'*, *Temptation*, *Mercedes* and *Three Sheets*. Last, but not least, from 1987: *Blue Lou*, *Neblina*, *Good Time*, *Tintagel*, *Wavetrain*, *Angel Ann*, *Gratia*, *Vim*, *Rum Tum Tugger*, *Amante*, *Ruckus*, *Dancer*, *Twisted*.

Many of the above boats have multiple trophies at the YRA office. Some even have an instant mantelpiece of trophies just waiting to be claimed (winners in this category include *Wavelength* with eight and *Suzi* with six). And remember — if you don't want them, maybe your crew would appreciate them.

And while you're picking up your trophy(s), introduce yourself to Lauren's new assistant, Sherry Perry. Sherry, a Coronado 25 and Lido 14 sailor, took over for Robin West — who now works at Svendsen's Boatyard in Alameda — in early May. Maybe Sherry can tell you what will really happen to any trophies that remain unclaimed.

Etchells & Soling Regatta

Eight Etchells 22's and a like number of Solings sailed three races around temporary marks in the Southampton Shoal neighborhood on July 9. Corinthian YC hosted the gnarly event, which sounded like more of a survival contest than a regatta. A heavy chop — the result of 30 knots of

breeze against the ebb — wreaked havoc on the fleet.

Bert Clausen's Etchells was dismayed; Vito Bialla's Etchells retired with gear failure. One Soling retired when unable to recover a man overboard (a nearby camera boat came to the rescue); another Soling retired after successfully recovering a man overboard, and so on. "Just another great regatta on San Francisco Bay," claimed race chairman George Horsfall.

ETCHELLS 22 — 1) **Celebration**, Chris Boome, StFYC, 15.75 points; 2) **Puzzling Evidence**, Rob Anderson, RYC, 16.75; 3) **Libra**, John Dreyfous, SFYC, 23; 4) **Sabik**, John Sutak, CYC, 24. (8 boats)

SOLING — 1) **Olive Oyl**, Kevin Reilly, CYC, 4.75 points; 2) **Gunsmoke**, Mark Murray, CYC, 5.75; 3) **Brushfire**, Dan Afflerbah, NPYC, 7.75; 4) **Gael Force**, D. Harcourt, CYC, 11. (8 boats)

Olson 30 Nationals

Animal House, owned by Santa Cruzians Matt Lezin and Tom Akrop, rudely stomped on 14 sisterships on Lake Tahoe between July 4-8 to claim the 1988 Olson 30 Nationals. Unlike the 1984 nationals on Lake



LATITUDE JOHN R

Congratulations to Sausalito's Mike Reppy for winning his class in the CSTAR. We'll be talking with him next month.

Tahoe, when someone forgot to invite the wind, this year's event featured 25 knots of wind for the first half of the seven-race, one-

THE RACING

throwout series, before it went light and shifty for the last half. *Animal House*, steered by Peter Shorett, led the regatta from the beginning, accumulating four 1sts, two 3rds, and a 10th. The latter score, which they threw out, was earned by sailing to the wrong mark in the distance race, which Lezin described as "a joke, an 11-mile parade."

The cleverly named *Fubar*, sailed by Ted Smith and Lester Robertson for the host Windjammers YC, displayed good local knowledge in the 15-20 degree windshifts to come in second. Jay "Gloves" Bennett of Santa Cruz sailed *Kabala* to a distant third place finish. (Bennett picked up his nickname at the '84 nationals when he apparently got a little physical in a protest hearing.) The five-boat contingent from San Francisco didn't exactly distinguish themselves — only Al Holt's *Think Fast* put in a decent showing, coming in fifth.

Lezin and Akrop, who've always been contenders at the nationals but never pulled it off until now, figure they won because they sailed with a crew of only six. "We carried the #2 upwind, feathering all the time, while everyone else had #3's up and seven crewmembers. We also had really good downwind speed," said Lezin. Another reason they figure they won was that they consumed more alcohol than anyone else: "We noticed a definite relationship between how hungover we were and how well we did. We were more relaxed after partying all night."

Completing the tight-knit "Animal Brothers" crew were Brian Carroll, Eric Malmberg and Jeff "Conan" Wallace. Why the name *Animal House*? "We've been sailing together for five or six years, and, well, I guess we're all kind of slob, so the name fits," laughed Lezin. "Our boat's always the dirtiest one in the fleet, the one with beer cans left all over the decks. We'll never win any shipshape awards!" Indeed, the *House* sailed the regatta with a big duct tape bandage on the side, which covered a five inch hole they incurred before the regatta had even begun. Apparently the boat that was towing them out of the harbor ran aground and they plowed into it. "It was an inauspicious start," admits Lezin.

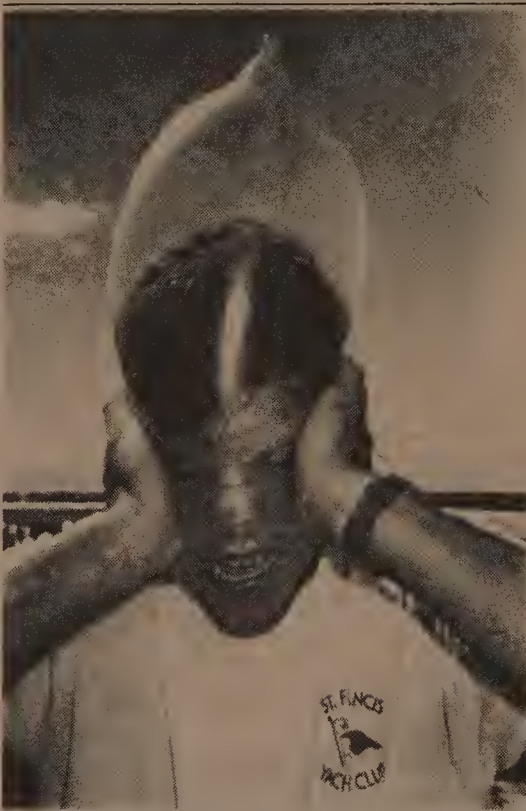
According to class president Don Newman, this was the best Olson 30 nationals in recent memory. Next July, after a

five year hiatus, they'll once again be held on San Francisco Bay.

1) *Animal House*, Akrop/Lezin/ Shorett, Santa Cruz, 9 points; 2) *Fubar*, Smith/Robertson, South Lake Tahoe, 16; 3) *Kabala*, Gloves Bennett, Santa Cruz, 25.75; 4) *Cherie Bearie*, Larry Long, San Diego, 30.75; 5) *Think Fast*, Al Holt, San Francisco, 31; 6) *Corsair*, Don Newman, South Lake Tahoe, 31.75; 7) *Mas Rapido*, John Fradkin, Newport Beach, 37; 8) *Insatiable*, Trabert/Richards, South Lake Tahoe, 42; 9) *Stray Cat*, Doug Kirk, Santa Cruz, 49; 10) *Killer Rabbit*, Bill Coverdale, San Francisco, 51. (15 boats)

Lake Tahoe Sail Week

Winds were strong initially for the annual Fourth of July race week on Lake Tahoe, then tapered off as the week wore on. By the time the 31-mile Trans-Tahoe finale occurred, the breeze was back to normal, i.e. fickle and shifty. "I've been sailing on the



What's this guy doing? We're not sure; he mumbled something about 'safe sailing'.

lake 20 years and I still haven't figured it out," claimed overall Trans-Tahoe winner Gary Hack, who sailed his New Zealand built, winged-keel 36-footer to victory over 50 other boats.

Results of the various races follow:

INDEPENDENCE REGATTA (July 2-3): DIV A — 1) *Cherie Berry*, Olson 30, Larry Long; 2) *Corsair*,

Olson 30, Don Newman; 3) *Insatiable*, Olson 30, B. Richards. DIV B — 1) *Mr. McGregor*, Wylie Wabbit, Stephanie Wondolleck; 2) *Rad Hatter*, Wylie Wabbit, Bill Erkelens, Jr.; 3) *Contagious*, Santana 525, Pat Mitchell. DIV C — 1) *Second Chance*, Santana 20, Jack Hammaker; 2) *Madman Across the Water*, Santana 20, Steve Kateman; 3) *Luzviminda*, Santana 20, Dave Wakeman.

FIRECRACKER REGATTA (July 4) — 1) *Xanadu*, Merit 25, Bill Glass; 2) *Rad Hatter*, Wylie Wabbit, Bill Erkelens Jr.

TUESDAY PHRF (July 5) — 1) *Mr. McGregor*, Wylie Wabbit, Stephanie Wondolleck; 2) *Madman Across the Water*, Santana 20, Steve Kateman.

WORLD & INTERGALACTIC BEER CAN (July 6) — 1) *Cherie Berry*, Olson 30, Larry Long; 2) *Lois Lane*, Wylie 40, Bill Erkelens; 3) *Leta B*, Catalina 30, Jerry Lucas.

LADIES' DAY (July 7): DIV A — 1) *Hobie Wan*, Hobie 33, Suzy Kinstler; 2) *Zephyros*, Olson 30, Deborah Broussard/Ann Oliver. DIV B — 1) *Contagious*, Santana 525, Peggy Carter; 2) *Sno Job*, J/24, Judi McCallum. DIV C — 1) *Luzviminda*, Santana 20, Janet Roy; 2) *Cheap Thrills*, Santana 20, M. Sinkevich. OVERALL — 1) *Hobie Wan*, Hobie 33, Suzy Kinstler; 2) *Zephyros*, Olson 30, Deborah Broussard/Ann Oliver; 3) *Contagious*, Santana 525, Peggy Carter.

TRANS-TAHOE (July 9) — 1) *California Kiwi*, New Zealand 33, Gary Hack; 2) *High Frequency*, Wavelength 24, C. Bell/R. Merle; 3) *Sacre Bleu*, Santa Cruz 27, Ross Groelz.

Citius Rig Controversy

One of the first things the fledgling ULDB 70 Association did following its inception after the '87 TransPac was to ban long-pole, big kite "turbo mode" sled racing. Indeed, one of the purposes of the organization was to keep the sleds configured similarly. Now, they've got a new problem on their hands, and it's turning into a real can of worms. The issue is what to do with the Santa Cruz 70 *Citius*, which several months ago stunned the sled kingdom by converting to a taller, four spreader fractional rig. With 200 more square feet of sail area than before, *Citius* was plenty fast in the Cal Cup even in a relatively untuned state. Unfortunately, they managed to finish DFL after being disqualified in two races.

Still, the owners and industry pro's realized that *Citius* had shown bursts of blazing speed and had the potential to obsolesce the fleet. Ironically, *Citius* means "faster" in Latin — a name which suddenly rings all too true. Yet, *Citius*, which is owned by a syndicate headed by Bill Wilson, made the switch (rumored to cost nearly \$100,000) legally and openly and, if anything, deserves to be commended for having the courage of



LATITUDE 'ROB

their convictions to implement the bold experiment.

As shown by one tonners and lately 45 foot Admiral's Cuppers (*Sidewinder*) and maxi's (*Il Moro*, *Windward Passage*), the IOR rule is out of balance when it comes to rating fractional vs. masthead rigs — technological advances and mainsail rule changes definitely have swung the pendulum in favor of fractional rigs these days. *Citius* merely was the first, and now probably last, sled to capitalize on this discrepancy.

Unfortunately, their "reward" for opening this particular Pandora's Box could well be

'*Citius*' (l) being chased by '*Mongoose*' at the Cal Cup. Will they kill the messenger?

the sailing equivalent of being sent to Siberia. The ULDB class is contemplating outlawing *Citius* from future class events, essentially killing the messenger — or sacrificing the guinea pig — for bringing them the news that fractional rigs do in fact work on sleds. Owners are currently balloting through the mail on two questions: whether to limit all class events until 1992 to masthead boats (an informal poll of owners and interested bystanders suggests that this one will be a

slam-dunk), and if so, whether *Citius* may race "with her existing fractional rig through June of 1991 or until the present fractional mast falls down, whichever comes first".

The latter issue is the hot potato, but frankly we don't see how *Citius* couldn't be "grandfathered" into the class, especially in today's litigious society. (Imagine if Blackaller's eight million dollar geek/canard rudder experiment had shown up in Perth, only to be banned from the race course?) How to grandfather *Citius* fairly will be the difficult issue — don't be surprised if they're arbitrarily given a higher handicap (probably a rating of 71) until the IOR rule changes (which may happen at the fall meeting in Cleveland) or until *Citius*' performance is more closely identified.

It'll be an interesting issue to follow, and we'll keep you posted. Personally, we wish the owners would hurry up and make up their minds: until the masthead/fractional drama is resolved, we've been forced to halt construction on *Rosebud*, the *Latitude 38* sled. *Rosebud* was to have been a fractional rig (simply because of the IOR advantage) — now, to the delight of the women and the cruisers in the office, we're back to looking into a more "civilized" masthead rig. One way or the other, our sled, which we've nicknamed *Bud*, will still feature red and blue graphics over a white aluminum hull.

Race Notes

The **Corinthian YC Lightship Race** on July 2nd was an exercise in frustration for both the sponsor and the racers. Only 15 boats showed up at the Little Harding starting line, presumably due to competition from the Catalina Race. Then, to add insult to injury, no one — not even the several Express 37's — was able to finish. In fact, in light air against the flood none of the fleet made it more than a few miles past Pt. Bonita.

This is the third year Corinthian YC has sponsored the race; previously, it was the domain of Aeolian YC. "Next year, we'll be taking a long, hard look at how to increase participation," said race committee chairman George Horsfall.

The United States won't be sending a team to Italy for late August's biennial **Sardinia Cup** this year. Ben Mitchell, head of USYRU's offshore team selection commit-

THE RACING SHEET

tee, cited the high cost of shipping boats to Europe, as well as the cost of campaigning them there, as the main reasons for the no-show.

The inaugural **World Corporate Games** are scheduled for October 22 through November 5 in San Francisco. Up to 10,000 athletes representing various corporations from around the country are expected to compete in 20 sports. The sailing competition takes place in Mistral Malibu sailboards, Lasers, Hobie 16's, and J/24's. Call (415) 781-1988 for more information.

The first **North/South Team Race**, which was to pit the Bay Area Santana 35 fleet against the SoCal Schock 35 fleet on July 22-24, was cancelled. Too bad, it was an intriguing concept — five on five in Santana 35's this year; next year it would have been in Schock 35's down south. According to Shelley Graham, there were a lot of last minute logistical and insurance problems which could not be overcome. The Santana 35 Nationals, however, will go on as scheduled on August 18-21.

The hottest one tonner on the Great Lakes, John Uznis' N/M 40 **Challenge '88**, is currently leading the Joubert/Nivelt 40 **Trader** in the Canada's Cup Challenger Trials. *Challenge '88*, which came in third in the NA's with a 6,2,DNF,1,1,1 record, should be the U.S. challenger against Canadian Farr 40 *Steadfast AT&T* in the Canada's Cup on August 20-28. Then, it'll be onto a truck for a 90-mile-an-hour trip to the Bay for the One Ton Worlds and the Big Boat Series. Don't be surprised if the boat has a new name next time you hear about her: supposedly Toyota has dumped a carful of money on the project, and as part of the deal the boat will be renamed *Team Toyota*.

There's still time to sign up for the **NorCal PHRF/IMS Series**, a quick three race series in the ocean beginning August 20. The series actually was to have included four races, but the first one, the Silver Eagle, turned out to be a windless bust. "The purpose of the series is to introduce people to IMS (the International Measurement System) by having some short ocean races in nice weather," said IMS measurer Dick Horn. Races will be scored under both the PHRF and IMS rules so comparisons can be made. The starts will be in conjunction with OYRA, but the courses will be shorter, says Horn. IMS is slowly gaining momentum: about 18 boats have been measured now.

Recent converts include *Leading Lady*, *Jackrabbit*, *Audacious*, and three J/35's.

St. Francis YC's **Phil Perkins** edged out his brother Jon for the right to attend the **Mallory Cup** — the USYRU men's keelboat championship — in Charlestown, South Carolina, on August 29 through September 3. The Corinthian YC hosted the five race, light air elimination series in borrowed (and badly mismatched) Cal 20's on Richardson Bay on July 16. Results: 1) Phil Perkins, St.FYC, 7.75; 2) Jon Perkins, SFYC, 8.75; 3) Jerry Langkammerer, GGYC, 9.75; 4) Rob Anderson, RYC, 10.75; 5) Mike Sheets, GGYC, 11.75.

The **Midget Ocean Racing Club** (MORC) will hold its Internationals out of Newport Harbor YC between August 20-27. "We hope to get 50 or so boats in the Internationals," said MORC guru Harry Pattison, "It all depends if we can entice the production boats back out to the race track." The regatta will offer separate divisions for custom and production boats, all of which have to be under 30 feet.

This is the last time in the near future that the MORC Internationals will be held on the west coast. The next three events will occur in Sarnia, Michigan (1989); Duluth, Minnesota (1990), and Fishing Bay YC, Virginia (1991). For more info on the Internationals or MORC in general, call Pattison at (714) 673-2180.

Remember the nursery rhyme about **Jack and Jill**? About how they entered a bunch of doublehanded yacht races together? "Jack and Jill racing is the term for doublehanded races sailed by members of the opposite sex," explains MORA commodore **Bud Frazee**. Frazee and his wife Gloria have been doublehanded their Capo 26 *Unity* lately and have been having a ball. Figuring other couples might likewise enjoy this aspect of the sport, they're now trying to put together a schedule of J&J racing for next year. Roger and Lenore Heath, who sail their Moore 24 *Sparrowhawk*, and Peter Hogg and Shama Kota, who have the catamaran *Tainui*, are also behind the conspiracy.

"We'll probably do a race this fall — maybe the Half Moon Bay Race — as part of the Singlehanded Sailing Society's doublehanded division," said Bud. "We're really flexible, and would like to get input from other interested couples." Frazee can be reached at (415) 294-2653 (days) and (415)

828-7407. "Just don't tell Dan and Linda Newland, or Jim Gannon and Rhonda Fleming, about this," said Frazee, tongue firmly planted in cheek.

The 12th biennial **Vic-Maui Race**, which was sailed in relatively mild conditions, was won overall by Harry DeKleer's Fraser 41 *Omega*. DeKleer also won division three honors in the process. Other class winners in the 2,308-mile IOR race from Vancouver to Lahaina were Wally Schwenk's SC 40 *Ajax* in division one and Tom White's C&C 41 *Jo* in division two. First-to-finish in the 18 boat fleet was Tom Sullivan's SC 50 *Palmtree Express*.

Satisfaction, owned by Jorge Lee and Richard Hughes, and steered by **Jeff Madrigali**, won the StFYC's annual **Simpson Regatta** on July 23 over 17 other Etchells 22's. John Ravissa's *Bogata* came in second in the three-race event, followed by Duane Hine's *Boxes*, Chuck Mohn's *600*, and Vito Bialla's *Fine Line*.

The **J/24 District Championship**, a five-race series at the StFYC on July 23, was won by **Chris Perkins**. The moderately windy regatta attracted 19 boats. Perkins, sailing his *Dejavu*, amassed 6.5 points. Finishing second with 10 points was Keith Milne, who named his boat *Slow on Purpose* for the weekend; Frank Alexander drove *Illusion* to a close third (10.25 points).

The **W. Van Alan Clark, Jr. Trophy**, USYRU's annual sportsmanship award, is presented annually to the American sailor "who best exemplifies the ideals and traditions of good sportsmanship." Last year — the first that the trophy was awarded — it went to popular supersailor Buddy Melges. This year, Hub Isaacks, an 85-year-old gentleman from Fort Worth, Texas, earned the honor.

Isaacks won the national award over 115 other sailors, all of whom were nominated by their yacht clubs for making "significant contributions to the quality of the sport." Five people from Northern California were among the nominees. We salute the following sailors (listed alphabetically by club) for making the 1988 USYRU Sportsmanship Honor Roll:

Eagle Lake SA, Susanville, Ken Kane; **Lakeport YC**, Lakeport, Bob and Vera Hunt; **North Point YC**, San Francisco, Pierre Tschamper; **San Leandro YC**, San Leandro, George Cummings.

THE WORD IS OUT.

"My new spinnaker was very fast...our downwind speed was clearly improved, helping us win the series."

Wyatt Mathews, FAST FREDDIE, Olson 25

"The sail shapes are excellent...tailored to my exact sailing style... I'm impressed with the finish work and attention to detail."

Malcolm Park, JAZZ, Custom 1-Tonner

"I really appreciate the personal attention and interest everyone showed in getting my boat ready for a winning season...I hope!"

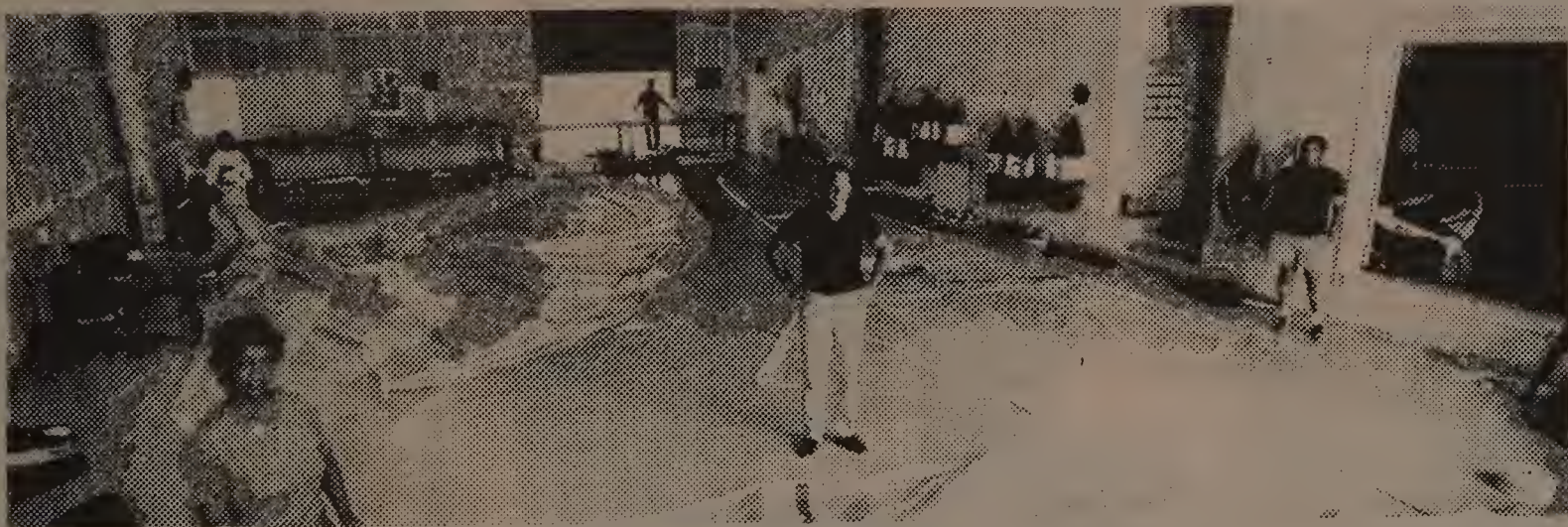
Fred Voss, SEA PEPTIDE, Express 34

"We won our first race with the new sails by over five minutes... the fact that they look great too, is frosting on the cake."

Joe Kitterman, ALCHEMY, Olson 25

"Thanks for the great service...you picked up the torn sail on Wednesday and returned it to the boat in time for our practice Friday afternoon...that's hustle."

Bill Hoffman, STUDENT DRIVER, Express 27



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CRUISING

The day we decided to go knocking on hulls in the Delta, it was 103 degrees in San Francisco. That's the hottest it's been in the City since they started keeping records in 1849 during the Gold Rush.

It was at least that temperature up Delta way. So hot that we must have drunk a couple gallons of bottled water, soft drinks and a brew or two, and didn't wizz the whole day. We sweated it out. The water was cool, though, and swimming in it every so often kept the sunstroke at bay.

We ran into lots of nice folks that hot July day (where do you think we got the drinks?), which of course is characteristic of the Delta. Being patient and friendly with total strangers who disturb your reverie with cub reporter questions is part of being in Delta mode. Other "symptoms" are an acute appreciation of the warm weather, the cool water and the natural wonders of this unique vacation spot. Here's what a few folks had to say.

John Hayward *Mokelumne* — Freeport 41 Lost Slough Homeport: Lost Slough

John has lived aboard *Mokelumne* for many years. Up until a few years ago, he commuted to the boat from his dentistry practice in Martinez. Now retired, John calls Lost Slough home. In fact, he's even built a small dock and tiny "house" ashore for guests.

Mokelumne just returned a couple months ago from a winter cruise to Mexico — they went as far south as Zihuatinejo — but John says that if you asked him to compare the two, he'd pick the Delta anytime.

"It's just more comfortable here than there," he says.



Mike and Ruth Schnapp
Pegasus — Spaulding 33
Lost Slough ("Sailboat Heaven")
Homeport: San Francisco

Mike and Ruth first came to the Delta in 1951 in their Junior Clipper. They've been regulars ("with the exception of a few TransPac years") since 1963, the year they launched their homebuilt Spaulding 33, *Pegasus*. Things have changed quite a bit since those days.

"There are many more speedboats now," says Mike. "In fact, because of wakes, only about 10 percent of this island is left from how it used to be. The wakes undercut the banks and these islands are just washing away. It used to be you had to maneuver a sailboat under a huge canopy of trees to

clear the mast to get in here. Now almost all the trees are gone."

Still, they wouldn't think of going anywhere else. "It's still a beautiful environment — and a great getaway from the City," says Ruth.

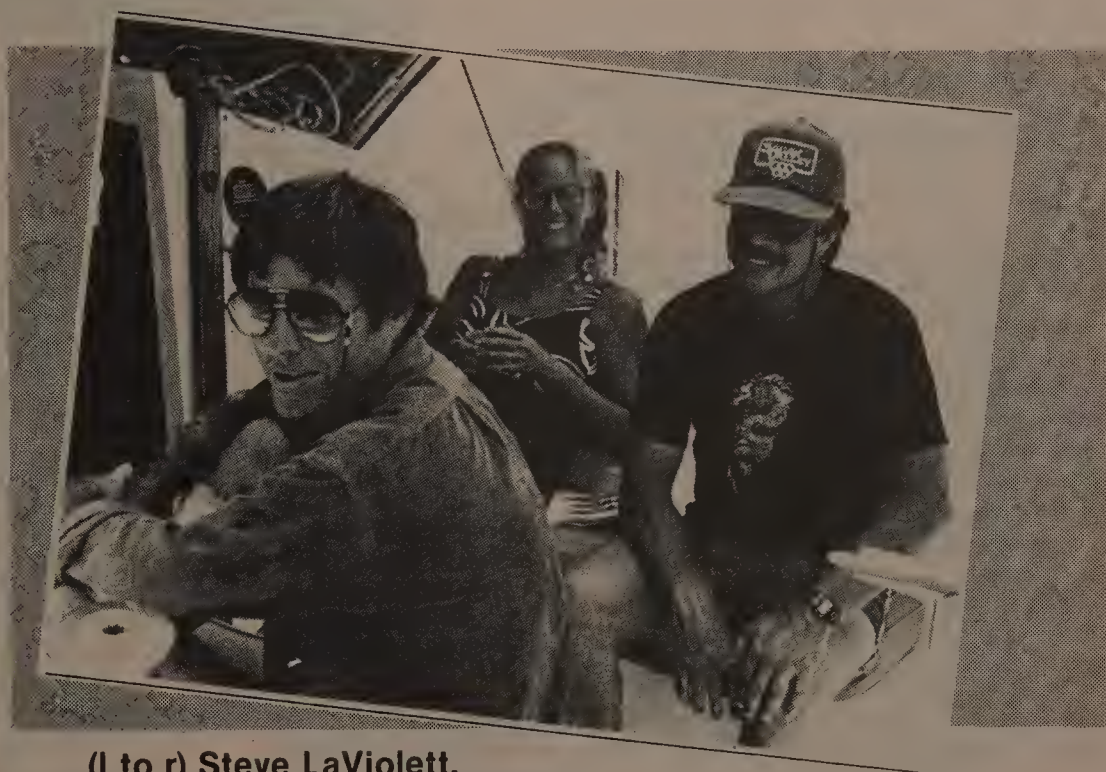




**Paul Lundmark (on sailboard)
and friends
Tangarora — Dreadnaught 32
The Meadows
Homeport: Jack London Square**

"We're up for a week-and-a-half. This is a great place to stay. A little more crowded than it used to be, but still great.

"Why are you asking all these questions? Are you the Coast Guard or something?"



**(l to r) Steve LaViolett,
Susan Grant and Mike Williams
Concubine — Coronado 30
Rio Vista
Homeport: East Bay**

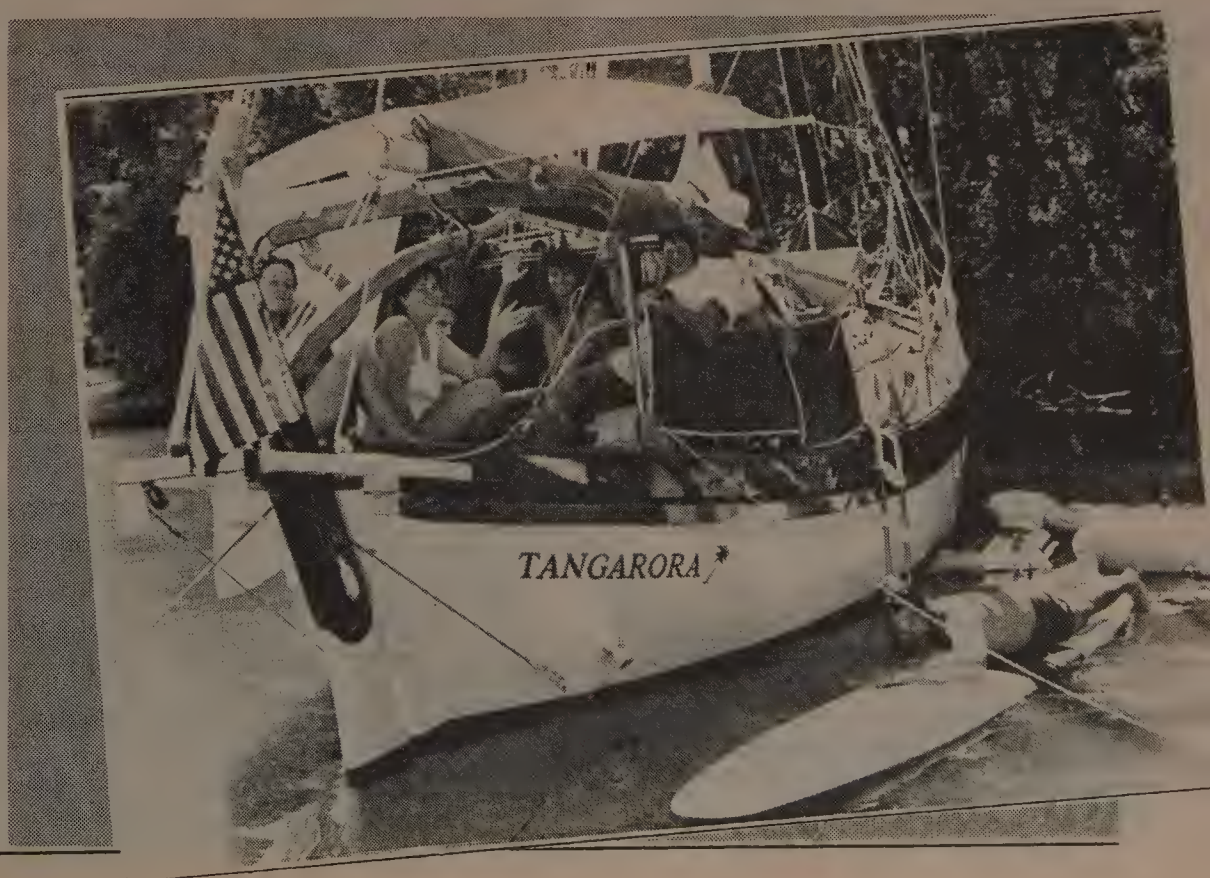
"We had a terrific sail up here," says Mike Williams, owner of *Concubine*. "We left at 9:30 in the morning and flew the chute all the way. We got in about 3:00."

Mike has been bringing the boat up for five or six years now, and usually has friends along to crew. The wife and kids don't particularly like sailing, so they drive up and

meet him there.

Steve had a cast on his foot, but Mike and Susan were looking forward to trying out the new windsurfer lashed to the lifelines. Potato Slough was the intended test ground.

What's the appeal of the Delta? "Delta mode," says Steve. "It's a time warp," says Susan. "You don't have anything to do and it's too hot to care," says Mike.



CRUISING

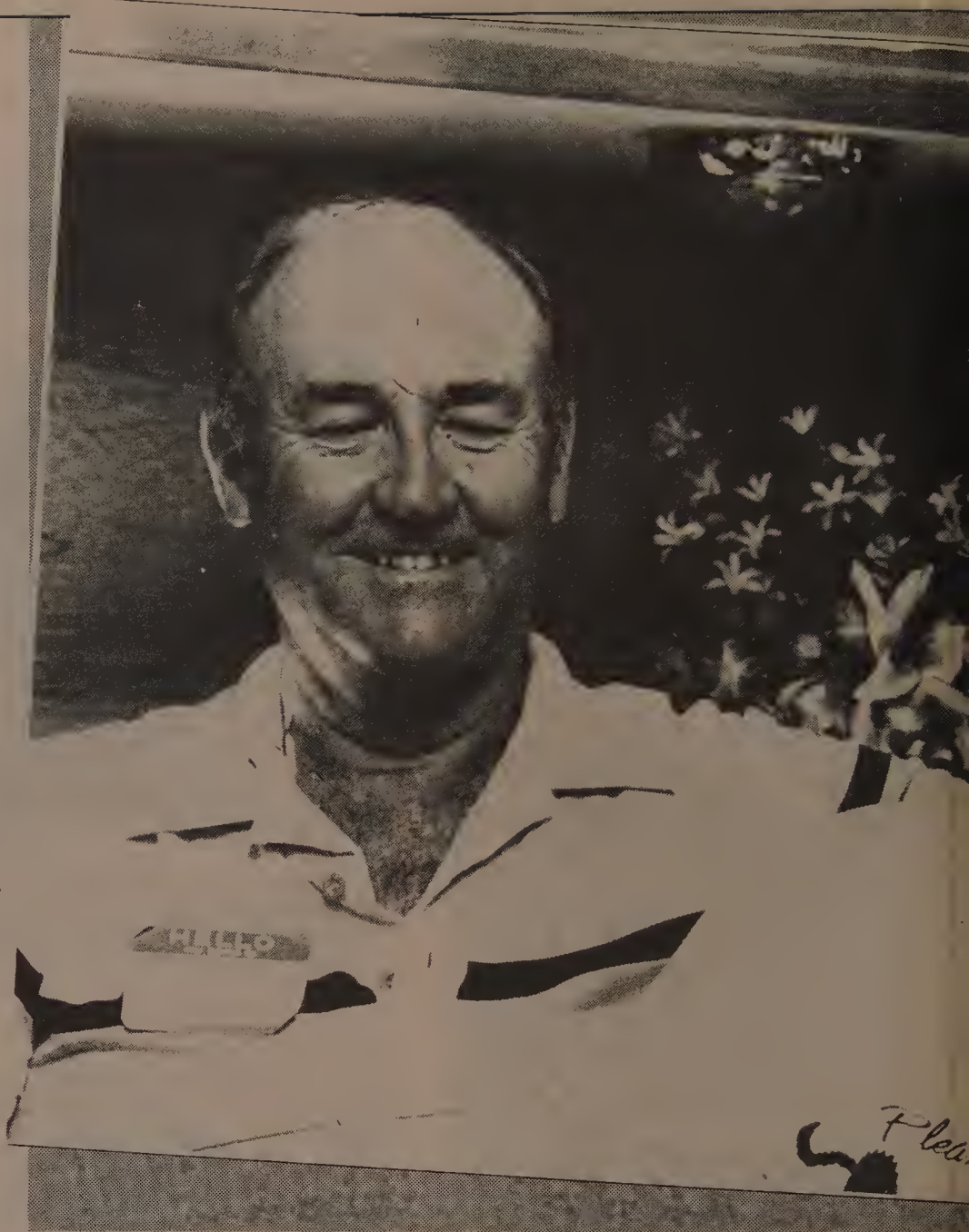
Reed and Barbara Sorenson *Timeless* — Gulfstar 39.9 Rio Vista Homeport: Alameda

"We're taking part in three different cruises this week," says Reed. "One with the Oakland Power Squadron, one with the Stockton Sailing Club and one with our own club, the Dos Rios YC. From here we'll be heading up to Islands Marina and Devils Island."

For the last four or five years, the Sorensons have come up to the Delta in the middle of June, and commute back and forth from their jobs to the boat. Normally, they bring *Timeless* back home on Labor Day Weekend.

This year is different, most notably because they're aboard a different *Timeless*. Their latest boat to carry the name is a Gulfstar they bought in June. The increased space and amenities have already spoiled them for the older boat.

"You know anybody who wants to buy a good used 33-footer?" says Barbara.



Joe and Denise Devine *Begum* — Irwin 37 Potato Slough Homeport: San Rafael

"We keep the boat up here about three months a year," says Joe (with beard). "We've been doing it since our daughters were little kids. Now they have kids of their own up here."

"Yes," says Denise, "That's my son Garrett (foot on rail) and his friend Spencer over there trying to waterski. My sister Jackie would be here right now, too, except that she's busy having a baby of her own."

Joe is a San Francisco Bar Pilot who works a week, then spends a week on the Delta. "I'm going to retire soon, though, so I'll get to come up all the time," he smiles.



Just Some Friendly People At The Meadows

"Hi! Hot enough for you?"



(l to r) John, Shelly and Dave unnamed runabout One the Mokelumne Homeport: Walnut Creek

"Someone gave us this boat. This is the first time we've had it out, and we found out that when the fuel gauge reads 1/4, you're out of gas.

"Thanks for the tow."

CHANGES

This month we have reports on the real geological history of **Caleta Partida**; a warning to cruisers on the situation in **Panama**; tips on **Raratonga** and **Pago Pago**; an invitation to stop by the **Costa Rica Yacht Club**; reflections on cruising the **Marquesas, Tuamotus and Societies**; a recommendation for the Hotel Punta Chivato in **Punta Santa Ines, Baja**; information on **Fiji**; and the usual **Cruise Notes**.

Figuring Caleta Partida Connemara — Yankee 30 Tom Peargin (Bakersfield)

My wife and I recently returned from a year-long cruise of the coast of California, mainland Mexico, and the southern Sea of Cortez. As a geologist, I looked forward to visiting the anchorage at Caleta Partida, sight of Sea of Cortez Sail Week, which had been described in *Charlie's Charts* and *Latitude 38* as a sunken volcanic crater.

A geologist friend and I spent a couple of days scrambling over the countryside of islas Espiritu Santo and Partida, and we have some bad news for *Latitude* and *Charlie*. Although both islands are comprised of thick layers of volcanic ash called tuff, none of the island's anchorages are volcanic craters. A quick literature search at UC Berkeley (those guys pick all the neat places to study), revealed that the volcanic rocks of the islands are part of the Comondú Formation,

craters to exist as a clearly recognizable landform without being eroded away or renewing its shape with new eruptions.

Although Caleta Partida is not a volcanic crater, islas Partida and Espiritu Santo do have an interesting geological history. The islands are part of the larger fault block which has been uplifted relative to Bahía de La Paz to the west and the Gulf of California to the east. The faulting is related to movement along the San Andreas and associated fault systems, which have moved coastal California and the Baja peninsula slowly northwestward relative to the North American continent. The once flat-lying rocks of the island block have been tilted slightly westward during the uplift, forming steep cliffs on the eastern side of the islands, and gentler western slopes.

During the Pleistocene ice ages, when much of the earth's fresh water was trapped in continental ice sheets and sea levels were correspondingly lower, numerous canyons were eroded into the western slopes of the island block. Two of the northern canyons were eroded so deeply that they cut completely through the island, creating notches in the sheer eastern cliffs. With the rising of sea levels of the present warm interglacial period, the canyons were flooded by the sea from west to east. Sandy lagoons with crescent-shaped western shores formed at the shallow eastern end of the flooded canyons.

Caleta Partida, which is the southernmost of the two canyons, has a rounded eastern shore, looming volcanic cliffs to the north and south, and a narrow western entrance, which gives the anchorage a circular, crater-like feel from the inside, as if one were at the bottom of a bowl made of rock. Caleta Grande, which is the northernmost canyon, is much more elongated and does not have the look of a crater. The origin of both anchorages is more apparent to boats using Caleta Grande.

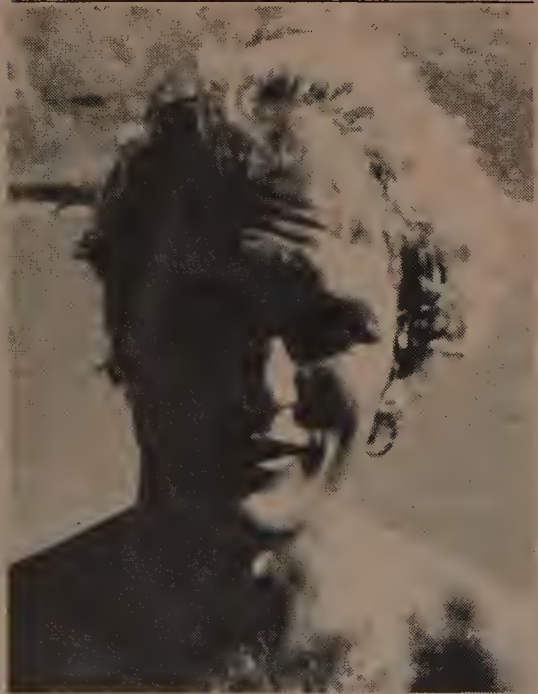
Caleta Partida is a great place and Sea of Cortez Sail Week was a blast. Although I only competed in the Wednesday PHRF race (got second place!), there were so many DNF's on the other two light air days that we



pulled a fifth for the whole series!

We were very pleased with the sailing performance of our modified Yankee 30 racer/cruiser, and having both an autopilot for downwind and a vane for upwind meant we rarely had to touch the tiller on passages. The boat could be tacked and hove to under main alone by vane, allowing both of us to work together on the foredeck during headsail changes. A simple downhaul line attached to the uppermost hank of the jib and led through blocks to the maststep meant nobody needed to go forward of the mast to get the headsail on deck during a drop.

We became better sailors through the course of our cruise, in part because we chose to sail as much as possible. We were a bit disillusioned by the number of cruisers who chose to motor virtually everywhere, especially upwind, in conditions that often



LATITUDE RICHARD

Geologist Tom Peargin shattered our illusions regarding Caleta Partida.

radiometrically dated at between 17 to 21 million years old. Seventeen million years is too long for even the largest of volcanic



Heartbeat — Nautical 46 Capt. Mickey "C" (Hanalei Bay, Kauai)

I just received the July issue via my girlfriend and saw my letter dated May of this year. Unfortunately, I cannot satisfy all of the questions asked by "inquiring minds". If I did, I would put my company, Bluewater Express, and several friends in the United States and Panamanian governments in a very bad position. It's a terrific story, if only it could be told in complete detail!

I will, however, try to diplomatically answer as many of the questions as I can without jeopardizing anyone — myself included.

After your telephone conversation with Mike Starbuck and his return to Panama, things changed rapidly. When I saw him, he was very frightened, as the rest of us were, by the desperate situation. I can't go into it too deeply, however.

With regard to my own problems in Panama, I was delivering a Nautical 46 cutter from the West Indies to Long Beach for the owner, Jack Dexter, a retired Lt. Commander in the Navy. We arrived in Panama during the wee hours of March 14th amidst gunfire and tear gas. We stayed on the hook until first light and then proceeded to the dock of the Panama YC at Cristobal. I was taken, with escort, through Immigration as a courtesy by the Captain of the Port. Panamanian soldiers armed to the teeth with Soviet arms, grenades and tear gas were literally everywhere. With their fingers on the triggers, they blocked all streets and seemingly kept coming out of the woodwork.

The tension was very high since that was the day Noriega declared martial law and had taken over the country. An 8:00 p.m. to 8:00 a.m. curfew was enforced during which all power was turned off. Concrete was poured in front of the doorways to banks, prohibiting entry. All businesses were closed, so there was no food, fuel or money.

I returned to the yacht club and was told not to leave the grounds as it was a "safe zone". During this time all U.S. military personnel were confined to our bases and Operation Charlie was in effect. Late in the afternoon we saw American helicopters dropping troops into the Canal Zone; we figured it was a good sign.

I spent the early evening in the Yacht Club

LATITUDE/ROB

would have made sailing faster and easier on themselves and their boats. With only a 10 horsepower diesel, efficient motoring was only possible for us in calm conditions, and we often longed for a more powerful engine when a left-over sea was running. Still, although we had no choice, the feeling of accomplishment that we experienced after sailing a long upwind passage compensated for the lost time and discomfort.

Practice changing sails and driving the boat to windward paid off for my crew and I when we were caught in force eight conditions north of Cedros Island. Hove to for seven hours, we were finally able to sail into Punta San Carlos anchorage under storm jib and double-reefed main. Although this was my first experience in such strong winds and rough seas, I knew what to expect from my boat after hundreds of hours of sailing her to weather. We sustained no damage and con-

Caleta Partida may not be a volcanic crater, but it's still one of the spiritual centers of the universe.

tinued to progress in conditions that would have made motorsailing impossible even with the most powerful engine.

Lest my cruising friends think I'm becoming a hairy-chested macho sailing jerk (with creeping Pardy-ism), let me say that it was a relief to be able to motor the final 200 miles to San Diego in nearly flat calm conditions. We'd been beating enough by then!

My future ideal cruising boat will be bigger, more comfortable, having a roller furling cutter rig, and a powerful engine. But I'll still resist turning the engine on until the last minute because, for me, sailing remains a big part of what cruising is all about.

— tom peargin 6/20/88

Panamanian Problems

CHANGES

with others drinking massive amounts of rum and Panamanian beer. No food was available. We watched the television news as we drank. It was all Panaminian controlled as Noriega had blocked out the American channel. Every half hour they would show film clips of U.S. military beating Panamanian students during the 1978 burning of an American flag by leftists. The commentary called on the people to oust all Americans from Panama in order to secure an independent future from "the American dogs". Then there was a news flash of four American students — one of them a woman — being arrested and accused of being spies!

By this time we — which included eight Americans, a French couple, a German crew, three Italians, my German and West Indian crew, as well as some Brits and Mexicans — were all shit-faced. Perhaps recklessly, we were loudly discussing our feelings about Noriega and the whole situation when suddenly a bunch of soldiers charged in! Everyone was ordered against the wall and we were questioned individually. We eight Americans were taken to a prison in Colon where our passports were confiscated and we were held there for three days for conspiracy to overthrow the government. In truth, we'd only been guilty of opening our big mouths!

While in prison I observed the execution of American sympathizers. While I was not beaten, I was shoved, poked and intimidated. I met executives from Coca Cola and IBM as well as other American businessmen who had their companies taken from them. A Canal worker told me that U.S. helicopters had been evacuating U.S. Canal workers because Noriega had closed the Canal.

Upon being released from prison, we went to Immigration and were told that we'd have to buy back our passports because the Immigration people hadn't been paid in three weeks! The only government employees who were being paid were the soldiers. Paying \$1,500 for my passport, I returned to the yacht club to find *Heartbeat* gone!

I was told that soldiers had confiscated the vessel and had stripped her of electronics, food and personal belongings. Dexter, the ex-military owner of the boat had been along with us because his navy contacts had apprised him of the deteriorating situation in

Panama. But he'd left the Yacht Club under U.S. escort the day we arrived to see if he could get food and money at the U.S. Navy base in Panama City. We never saw him again. When he saw the situation upon his return, he got the U.S. military to help him get his boat back and sail for the Caribbean. Thus his crew, including me the captain, were left stranded and to fend for ourselves.

With me in jail and the boat gone, the rest of the crew freaked out. They immediately boarded another boat and headed for Jamaica. Of the other captains incarcerated with me, three were given their boats back while the other three of us were left hanging out to dry. The Captain of the Port ordered us to stay away from the Yacht Club because 'we had no business there'. So we headed for the Hotel Washington in Colon. It turned out not to be such a good idea as Noriega had turned it into his military headquarters.

Once again our passports were taken and we were confined to the hotel. From there we contacted the Underground. Out of necessity, my story now becomes sketchy. I can only say that a bunch of people were involved, including other skippers in the same situation and a dual citizenship judge. There were phony papers, 'marriages' to Columbian and Peruvian women, and private plane flights to Costa Rica. A real drama.

For future reference, everybody might want to note that the *only* U.S. citizens given protection in Panama were military and their families. From my hotel window I observed children being shot to death in the streets after curfew for trying to find scraps of food in the trash. (The soldiers ate well!) I saw Cuban ships and Cuban troops unloading arms in Colon/Cristobal. As innocent people were being driven into submission the U.S. just sat on its ass.

Once in Costa Rica, I immediately went to the U.S. Consul for help and sanctuary. At this time I was down to about \$700. They told me not to discuss Panama with anyone and that I should check in at a particular hotel where they would pick up the \$65/night tab. They also told me they'd take care of me getting back to the States. This was right at the beginning of Easter Week in Costa Rica, during which everything closes down.

The U.S. Consul lied to me about paying



for the room and soon I was down to my last \$120. Then I stumbled into a great American bar in San Jose called Nashville South. This is a refuge for American criminals on the lam, CIA people, tourists, and various people scheming devious ways to make money. I found a friend there who let me stay in a charming place in the mountains called Escayce (*Editor's note: spelling is unreadable*) Rio Blanco, which is owned by an Englishman and his wife. It was safe there, and I felt the best I had in a long time.

But because the Consul refused to help me, I was still an illegal in Costa Rica. If you have the money to grease the palms of the U.S. employees at the embassy, you'll be taken care of. But if you don't, these taxpayer supported employees don't give a shit about you.

Anyway, Rio Blanco was great, with wild fruit, scarlet parrots in the trees, monkeys, good food, and safety. It was there that I met another friend. It turns out that Costa Rica is loaded with CIA involved in all kinds of covert operations. For example, the Army Corps of Engineers has been here two years building a dry canal along the Nicaraguan border. And Limon is full of U.S. military. It



LATITUDE/RICHARD

seems that the U.S. doesn't care about Panama because their Canal is too expensive to maintain and needs extensive repairs.

I had been in Costa Rica for five weeks before I met my friend. But he waves a powerful wand, and just four days after meeting him I was back in the United States.

I wish I could say more about the whole incident, but if I did heads would roll. All I can say is that Panama is no place for a sailor and that I'm glad to be back in the United States and reunited with the love of my heart, Jane, who just returned from the Virgin Islands. We'd missed each other in Panama by just hours. She, too, had quite a time, being confined to her boat in Balboa and being unable to get fuel or food. Although she got out in the nick of time, there were times when she wondered if she would see another *manana*.

Presently I'm getting my 40-ft ketch, *Amazing Grace*, ready to do the same trip in the fall. Hopefully the Canal will be passable; if not perhaps we'll have a wild attempt at Cape Horn.

In closing, I'd like to say a few words to Don Cuddy who wrote a *Changes* about sailing to war-torn Central America in his Col-

Panama? Costa Rica? No, just some folks enjoying a cruise to Petaluma.

umbia Sabre. Who is he kidding? He might have made it safely into Nicaragua, but he did so with an Irish passport and a boat too small to smuggle arms or gems. He has a lot of balls making that trek, especially in such a small boat. I'm sure the locals think he's loco.

But I met some Mexicans in Central America who weren't so lucky. They were delivering a U.S. documented 46-ft powerboat from Texas to Acapulco for the owner. Because of bad weather they slipped behind the Swan Islands for cover. The Hondurans picked them up on radar and made contact. Upon learning the captain and crew were Mexicans who spoke perfect *español*, they granted them permission to stay. Nonetheless, at first light they came out to check. Seeing the American name and homeport, things changed. They seized the boat and held the crew, binding and blindfolding them for seven days until they were convinced they weren't running drugs or guns. Ultimately they released them with no money, food or clothes and just enough fuel to reach Panama — where the situation was

even worse!

So, Don, I think you were just lucky. If you plan to continue being as foolhardy as you have been, hang on tight to that Irish passport.

In conclusion, I'd like sailors to know that unless they are military or ex-military with a lot of drag, you are on your own. As for me, I wouldn't have it any other way. A love of the sea, boats and adventure — it's great to be free! There's no place like home, but no greater place than the sea and the freedom to roam her.

P.S. I've unsuccessfully tried to contact Jack Dexter, owner of *Heartbeat*, but his Long Beach phone has been disconnected and none of my friends in the Caribbean have seen the boat. My crew and I would like to talk to Jack, as it sure seems like he abandoned us to a bad situation in Panama. And an ex-Navy man to boot! Thanks a lot, Jack. It's still a small ocean, and we'll meet up somewhere.

— capt. mickey "c" 7/8/88

Mickey — Nick Coates, who cruises on the *Peterson 44*, *Expectation*, reports that Jack Reed, who lived next to Mike Starbuck on *Playa Blanca*, was sentenced in mid-July to 15 years for drug smuggling. Nick reports that his friend Mike Starbuck remains in Panama "by choice"

Yankee Lady — Traveler 32 Bob Hodiern Pago Pago (San Francisco)

So you were turned on to sailing by the television show *Adventures in Paradise* and wanted to grow up just like Gardner McKay, huh? Well, as it turns out it's not too late. You can still support yourself out here doing inter-island trading. Of course, it's not the same as cruising. It's what's known as work.

Right now, for instance, the Cook Island government is in a jam keeping its northern group (Penrhyn, Manihiki, Suvarov and Palmerston) supplied. They've got one small freighter running the circuit but it's in such poor repair the anchor windlass does not work. Imagine that! They've also chartered a 95-ft English ketch to run supplies and passengers. But the ketch is in it for only six months, and if the freighter doesn't sink first it's going to be condemned.

CHANGES

So there you are; get yourself a big sturdy boat and come play Gardner McKay. The government in Raratonga will welcome you with open arms. (See Mr. Man in the Out Islands Department.) But as I said, it ain't cruising. I watched the ketch *Evohoe* leave Raratonga when it was blowing a gale and the weather office described the seas as "rough to very rough." I was going to leave that day, too, but being a cruiser I looked at those seas, made another cup of coffee and curled up with a book. My friends on *Evohoe* gave all the passengers sea sick pills and left anyway. So much for the romance of the seas.

On the other hand, if you're just cruising, I'd skip Raratonga entirely. The people there are great, you can get lots of repairs done, food seems cheap after French Polynesia and the island is beautiful. But the harbor sucks. It's small, dirty, and wide open to any wind that has north in its name. And when any north wind blows, the harbor becomes a nightmare. In addition, when the freighters come they often make you leave the harbor so the freighter can maneuver (I told you it was small). They keep trying to dredge out a yacht basin and every year the hurricanes fill

Next tip for playing Gardner McKay. Study up on pearls before you leave home. Find out what's good, what's bad and what price you might get selling them. The people on Penrhyn love to trade just about anything you have for pearls. So bring along a lot of country music cassettes, pocket calculators, some inexpensive tape players, big fishing lures, and become a big-time pearl trader. For that matter, you can dive for them yourself. No SCUBA gear allowed. But, hey, we can all free-dive to 90 f  t, right?

Now about Pago. Much has been written about how dirty and smelly the harbor is. It is all true. The water is the color of two-day-old coffee. The tuna plants have put me off canned tuna the rest of my life. And the power generating station, located conveniently to the yacht anchorage, sounds rather like a 747 taxing down the runway. But, things are cheap here. Beer is \$1.25 in bars, \$4.50 a six pack in the stores — the cheapest I've seen since America. There are cheap laundromats and diesel is only 90 cents a gallon (it was 90 cents a liter in

ing to the generator while you wait.

— bob hodieerne

The Costa Rica YC Welcomes You (Puntarenas, Costa Rica)

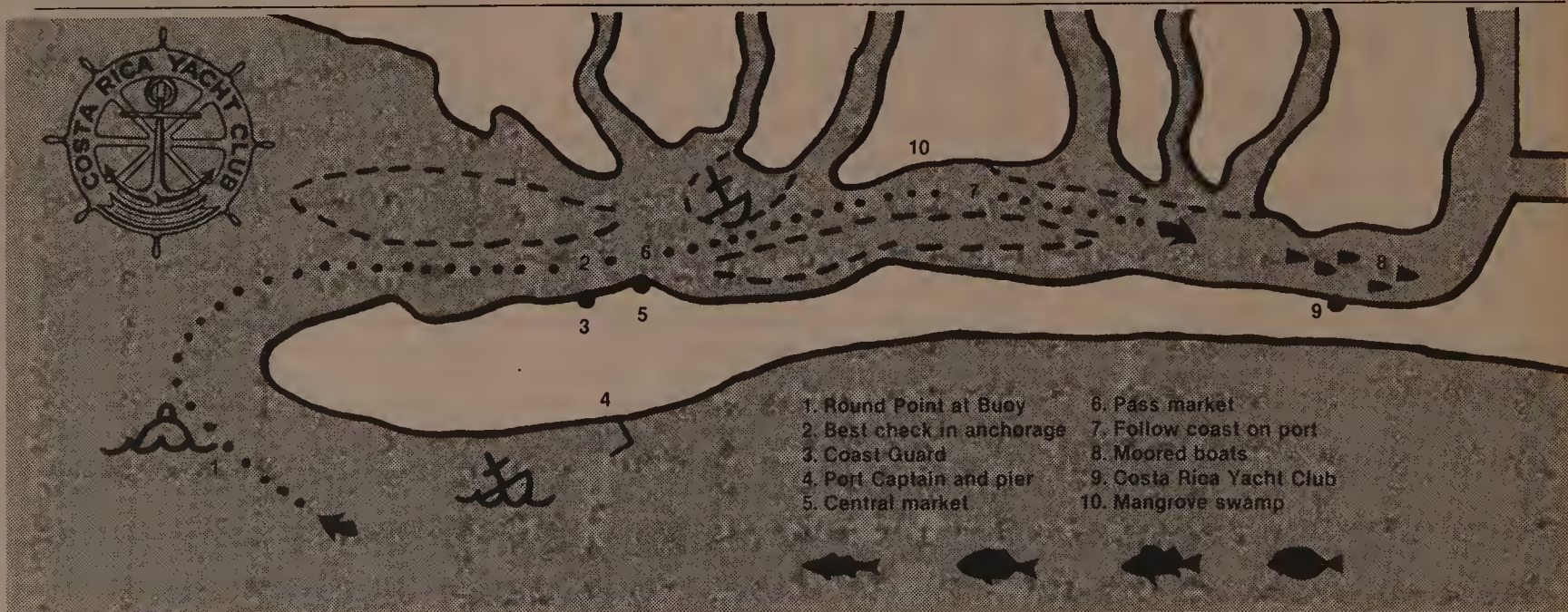
The Costa Rica YC would like to take this opportunity to welcome all cruising sailors who are members of other yacht clubs to use our facilities and services while in Costa Rica.

We can offer the following: 24-hour guard service, dinghy service to and from moored boats, safe dinghy docking at our private pier, a hotel and restaurant, a swimming pool, laundry service, fuel and fresh water at the pier, mail service, bathrooms and showers, a 20 ton Travel-Lift, shop facilities with an air compressor and recommended mechanics and carpenters.

Current fees are \$3.05 U.S. per month for a mooring buoy or \$5.91 U.S. per month for the use of two mooring buoys. In and out with the Travel-Lift is \$1.18 U.S. per foot. Drydocking is \$9.85 U.S. per day. Free with moorage and drydocking is dinghy service to and from shore, use of the pier, fresh water at the pier, use of bathrooms and showers, and mail pick-up.

The Costa Rica YC is located inside the

Follow the dots to number 9, the Costa Rica YC.



it back in. So skip Rara and visit Penrhyn and Suvarov (I know it's not a port of entry and they know it's not a port of entry but no one makes a big deal out of it. If they do, just tell them your engine or mate was acting up).

French Polynesia). There are virtually no yacht supplies here: no line, no shackles, no chain. If you want that stuff you have it shipped in from the States. Postage here is the same as it is in the States, so it won't break you. You'll just slowly go crazy listen-

estuary of the port of Puntarenas in the Gulf of Nicoya on the Pacific side. The anchorage is extremely safe, the only waves being the ones made by dinghies. We will be very glad to guide any visiting yacht up the estuary to the club. We monitor VHF channels 6 and



COURTESY ROBERT HODIERNE

87 from 0700 to 1700 every day, but Wednesdays.

We have a big group of enthusiastic sailors here and organize several regattas a year. The big event is the Costa Rica YC Regatta in which we compete for a bronze trophy sculpted by a local artist. Participation by owners of visiting monohulls is encouraged. The event is held in October.

Our goal is to promote sailing in Costa Rica and all cruisers are welcome. So please, if you're sailing in the area, please drop in. If you need further information, please write us at Instalaciones en el Estero, Puntarenas, Costa Rica, Central America.

P.S. Carmen and Alex from *Alaskan* — where are you?

— rodrigo j. fernandez
president, costa rica yacht club

Readers — Can anyone give us a review of the Costa Rica Yacht Club?

Update On The South Pacific Centolla — Sceptre 36 Arne & Elaine Abrams (Seattle)

Naturally the following cruising information is biased by our experiences, but we hope they will help all our friends in Mexico and the States who are getting ready to cross the pond next year.

We were a little concerned taking our racer/cruiser on the crossing instead of a traditional cruising boat. But we found our boat to have the following advantages:

- ✓ A fast passage of 19.5 days from Las Hadas to Hiva Oa.
- ✓ The ability to sail in light winds instead of using expensive fuel.
- ✓ Being a fun boat to surf down waves

The harbor at Raratonga, we think.

and sail in general.

The disadvantages were that our tankage was so limited. We only carry 40 gallons of fuel and 80 gallons of water.

Having cruised the Marquesas, Tuamotus and Societies, the following are our recommendations:

I. Places

✓ By leaving Mexico early, the first part of March, the anchorages in the Marquesas were less crowded than later on.

✓ If you land in Atuona, Hiva Oa is an overnight sail to Fatu Hiva.

✓ Our favorite islands in the Marquesas were Fatu Hiva and Oa Pou. Both have small villages, friendly people and lots of fresh fruit. Surfing t-shirts, reggae and country and western tapes, and perfume were good trading items. You can also purchase tapa cloth and wood carvings on these islands.

✓ In the Tuamotus we recommend choosing a few atolls and spending more time getting to know the people.

✓ We chose Ahe and met Hiti, Helene and their family. Hiti took us snorkeling in the lagoon; it's a good idea to go with a local because of the sharks! We learned to make aggressive hand splashes to scare off black tipped reef sharks, but were chased into a cave by a large grey shark. Good thing Hiti was nearby. The locals also taught us which fish were edible and how to make *poisson cru* (raw fish) marinated in lemon juice, coconut cream, garlic and grated papaya.

✓ The first stop in the Societies is Papeete. It's a good place to fix the boat and buy a few items, but the money goes fast.

Here's why: hamburgers are \$7, beers are \$4 and a dozen eggs go for \$3.

✓ We spent three weeks in Huahine and fell in love with the island. It has very little tourism and the locals grow lots of produce. We explored the ruins, rented bicycles and hitch-hiked around. The people were very friendly and made gifts of fresh fruit.

✓ Our next stop was Bora Bora where they have the final dance competitions leading up to Fete in Papeete.

II. Food

People ask what we wish we'd brought more of. How about canned chicken meat, salami, powdered eggs, alcohol, peanut butter, popcorn, lemon-lime Tang, Cup 'O Soups and seeds for sprouting. Also Combat for the cockroaches.

III. Practicalities

✓ The helpful cruising guides are *Charlies Charts* and Marcia Davok's *Cruising Guide to Tahiti*.

✓ Fuel was available in the Marquesas at Maurice's Store in Taiohae Bay, Nuka Hiva.

✓ Our five gallon propane tank lasted 2.5 months until Papeete, where no special fittings were required.

✓ Good weather reports are available on 14318 at 0400 GMT. Arnold is the operator.

✓ The French officials were helpful; many spoke English.

✓ The required bond was the equivalent of a plane ticket to Hawaii. This is always subject to change, however.

III. People

The local people make our special memories. We made many friends just by extending a little courtesy.

✓ Treat locals like real people. For instance, invite them out to your boat for cocktails or dinner. You'll find they are just

CHANGES

as curious about you as you are about them. Many times locals took us diving, gave us fruit or invited us into their homes.

✓ Try to speak French or Tahitian. Even learning to say 'hello' and 'thank you' is appreciated. Surprisingly, many Polynesians speak Spanish.

✓ Bring pictures of your hometown. It's hard to explain things like cities, freeways and snow to people who've never seen them.

✓ Don't always follow the rest of the cruisers. Think for yourself. We found that if you're the only boat in the anchorage, you'll meet more villagers.

✓ There is a balance between other cruisers and villagers. We have met sailors from all over the world and had some great potlucks.

We hope to see many of cruising friends down the road. We have loved the South



LATITUDE/SARAH

Don't forget to bring pictures of your house and your hometown.

Pacific so far and are excited to see Tonga, Fiji and New Zealand.

P.S. Thanks for *Changes*, it gave us some good information when we were planning our cruise.

— arne & elaine 7/13/88

Muirgheal — N/A Susan & Bit Larssen Hotel Punta Chivato Punta Santa Ines, Baja

Recently we staggered out from the stifling heat of Santispac/Bahia Concepcion into the seemingly cool by comparison Sea of Cortez. Our destination was north, but primarily anywhere away from the suffocating heat. It's amazing the temperature difference in Bahia Concepcion to that of the surrounding area. The major saving grace of Santispac was the fabulous diving and the abundance of sand scallops and clams. It wasn't a question of *what* to eat but *how* to cook it differently.

Sailing north past Mulege, we entered Bahia Santa Ines with the intention of checking out the "great shelling beach". The beach proved to be abundant in shells, but not in great variety. However, as a new recruit to the profession of shell collecting, I came away very content with my cache.

Traveling in company with *Testa Dura* and *Moondancer*, and in close pursuit of *Sirius*, *Tortuga*, *Wanderer*, and *Akavit*, we decided to anchor for the night under the lights of the Hotel Punta Chivato. After motoring ashore, we ascended the steep steps leading up to the hotel. What a beautiful sight awaited us! A crystal clear swimming pool, lounge chairs and all the paraphernalia of a great resort. We, of course, headed directly to the bar. There on the cliff, under the shade of a palm tree with grass under our feet, I sipped and my husband gulped our *Cubra Libras*.

Exploring the hotel grounds, we found the lobby and to my delight a litter of adorable grey fluffy kittens, sans tails. The kittens were not manx as suspected, but sired by a bobcat — so I found out as I spoke with Billie Brush, the hotel's receptionist. I inquired at that time about the possibility of our using the hotel pool, explaining that we were on the yacht that just anchored. Billie pondered my question for a brief moment and then matter-of-factly replied, "I don't see any reason why not." At that moment *Moon-dancer* strolled up and I quickly added that there were three yachts and six of us. We were assured that we were *all* welcome to not only use the pool but all the hotel facilities! And, "By the way, there's a Lakers' game on now and 50-cent hotdogs." Anyone would have thought we hadn't



eaten in a week if they had watched us consume hot dogs with all the trimmings. It was wonderful!

While later speaking with the hotel proprietor, Bill Alvarado, I mentioned *Latitude* and asked his permission to tell your readers about the generous hospitality we received at the newly opened hotel. Permission was not only granted, but also encouraged! I can comfortably now recommend not only the lovely Bahia Santa Ines with its shell beaches, but the beautiful Hotel Punta Chivato. Bill Alvarado extends a welcome to all yachties and cruisers to enjoy the pool and the other facilities. The facilities consist of a full bar, satellite dish television, and a dining room (inside and terrace) serving three meals each day. In the main lobby is a book exchange with a gift shop next door. Outside the immediate grounds of the hotel is their boat launch ramp. This ramp, located just west of the hotel, can be used at *no charge*, unless assistance is required. And at the time of this writing, that was quoted as



RICARDO DEL SUR

approximately \$10.

Located at the boat ramp is the hotel's fish cleaning area where good scraps can be picked up for bait or to feed your starving cat. This will vary, of course, on the quantity and catch of the day. At the fish cleaning area is a fresh water spigot which Bill says is good drinking water used by the hotel and the local residences. Which of course means Jerry Jug time again, but that's better than a 30-mile round-trip into Mulege from Santispac for water or paying 10 cents a gallon in Bahia Concepcion.

For some of you into moving at a faster pace, there is also a small plane runway for use at no charge. We had the pleasure of meeting two couples from the San Diego area who just "popped" down for the weekend. We spent our first of three evenings sharing jokes and stories of cruising life and flying life. Unfortunately for us, their stay ended the next morning, but to our thrill we got a proper buzzing and a good ole wing waving on their way out.

Santispac features an abundance of shellfish and Winnebagos.

Late that afternoon we contemplated that here we are and they were probably back at their homes in San Diego getting ready for their meetings and jobs. I continued stuffing shells in my bag as we strolled along the beach enjoying the cool breeze and setting sun.

"Well, dear, what shall it be for dinner tonight? Clams, scallops, fish?" Ahh, it's a great life, if you can stand it.

P.S. As a matter of courtesy and respect I think it would be recommendable that anyone partaking of the hotel's facilities, at the very least, check in with Bill or Billie.

— susan mead larssen 6/20/88

Foxy Lady II — Ericson 32
Brian, Jan & Brian Jr (12) Caldwell
Suva, Fiji
(Waikiki YC, Honolulu)

Having spent the last eight months in

Fijian waters carefully monitoring the weather, we apparently have lucked out as there were no hurricanes in Fiji this season!

Being the only cruising boat to spend the hurricane season on the west side of Viti Levu was an interesting experience. We cruised the Mamanuca Group, making Musket Cove on Malolo Lailai our homeport for the season. For safety, we always stayed within a day's sail of our hurricane hole.

There are two hurricane holes on the west side of Viti Levu, both in mangrove swamps. The first is just north of the city of Lautoka and has been dredged to 10 feet at low tide. It's easy to get into under most conditions, but gets very crowded with commercial and fishing boat traffic.

Our hole was in a small offshoot of the Nadi River. Access is at high tide only, and then the water is less than six feet going over the entrance bar. The small branch of the river isn't marked, so we spent many hours sounding the entrance and marking our spot in the mangroves. Once in, it's an excellent 'hole' with large mangroves on all sides, no current run-off, and a barrier of nearly a half mile from the open sea. This was our third year in the cyclone belt and we felt more comfortable here than we did in Moorea or Tonga.

Good weather reports are readily available on a timely basis in the southwest Pacific. The developing lows are identified and tracked early, and ample warning is given long before cyclone force winds develop. Honolulu, Nadi, WWV and the various ham nets do a great job.

Since we were the only cruising yacht to spend the season on the west side of Viti Levu, we had a lot of fun and quickly began to feel like part of the community. It seemed like everyone in Lautoka, Nadi and the Mamanuca's knew us by our first names. As for Musket Cove, it was a great spot for our adopted homeport because it featured the following:

- ✓ Fresh produce flown in daily.
- ✓ Prompt mail service through Dick's Place, the Musket Cove YC.
- ✓ Just two hours from our hurricane hole.
- ✓ Wonderfully warm people and fantastic fishing.
- ✓ A protected anchorage in everything but hurricane force winds.

CHANGES

We returned to Suva in mid-March to haul our boat. The three-day haulout cost less than \$100 U.S. The repair work was handled through Jeff Norton of Yacht Help, and he greatly simplified getting things done in a timely manner. Since my 'fixing' talents are limited to reaching into my pocketbook to pay for the work, Yacht Help really came through by setting up the following repairs:

- ✓ Hauling the boat, painting the bottom, and cleaning and waxing the topsides.
- ✓ Reworking the refrigeration system — after nine years of trouble-free service.
- ✓ Obtaining new curtains.
- ✓ Getting a new woven floor mat for the cabin sole.
- ✓ Having all interior cushions steam cleaned.
- ✓ Getting the head gasket replaced.

After six months in Fiji, our visitor's visa expired. We applied for and received temporary residency (non-working) visas for an additional year. Proof of self-support, physician's reports and many forms did the job. It was a lot easier and less costly than flying out of the country to renew the six month visitor's visa.

Jan & Brian Jr. are finishing up their third year of the Calvert School's correspondence program and have found it far superior to anything Brian Jr. received in the past. We feel it's comparable to an education available at a private school with high standards. Needless to say, we recommend it highly.

As usual, our current plans are somewhat up in the air. We will either spend another year in Fiji or head on west to Vanuatu, New Caledonia and Australia. All we know is that it won't be south of latitude 25!

— brian, jan, b.j., & 'coup' the cat
(6/26/88)

Folks — Thanks for the fine report.

Because such boats are very reasonably priced, many of our readers are interested in how your Ericson 32 rates as a South Pacific cruising boat. Is it structurally sound, have you made a lot of modifications, is there enough room for a family of three? If you get the time, we'd love to hear your thoughts regarding these matters.

Cruise Notes

In June, Dana Point's Don Mardon crewed on one of the fastest deliveries he's

ever done from Mexico. Skippered by Mike Clark, and with two other crew besides Don, the Mason 64 **Jadeante** left Cabo at 4 p.m. on the 13th and pulled into San Diego at 4:30 on the 17th. That's averaging 8.3 knots over the ground. Not too shabby. The iron wind — a 240-horse Detroit turbo diesel — did all the work. Though it was rough most of the way, Don reports the three-month-old Mason rode like a Lincoln Town Car.

The eastern Med is just about on the opposite side of the world from the west coast, but there were a good number of Californians in the Larnaca, Cyprus marina in late May getting ready for the cruising season. Jim and Diana Green Jessie (whose report on the Red Sea passage appears in this issue) of the Oakland-based *Nalu IV*, reported seeing the following boats:

Dick and Bonnie Byhre's **Windsong** from Alameda (Dick & Bonnie were celebrating their 11th anniversary); Jack & Lura Francis on **Tamarac II** from Stockton; Patty and Carl Richards on **Verity**; Phil and Doris TwoRoger on **Jolly II Roger**; Fran and Jan MacNeil on **Isle of Barra**; Alan and Gwen Buchan on **St. Combs**; Reese Palley on **Unlikely VII**; Jan and Eric Grandjean on **Missoiny**; and Marina del Rey's Carl Burton on **Magic**. The latter turns out to be a Columbia 57 that once raced San Francisco Bay under the name **Concerto**, and is said to still look beautiful. Other American boats whose owner's names the Jessie's can't recall are **Polonaise** from Los Angeles; **Janelle** from Seattle; **Westwind** from Honolulu; **Rebel Yell** from San Diego; **PF Flyer** from Los Angeles; **Tola**, an engineless Columbia 24 from San Diego; and **Morning Star** from Seattle.

Halfway between the Red Sea and the fabled cruising grounds of Turkey and Greece, lovely Cyprus has had a long history of violence. More recently it's been both the site and a way station of terrorism. Since 1974 the Turks have controlled the northern third of the island while the Greeks control the southern 2/3's — including Larnaca. Many cruisers put their boats on the hard at Larnaca for the winter season because it's a terrific place to get work done. *Nalu IV*, for example, had their engine pulled and keel removed as part of a relatively major refit. All went well.

Cruiser's gift to the world at large? The ex-



pression '**Shit Happens**' originated with cruisers trying to explain away their various frustrations with boats, weather, port officials, the sea, etc. Gradually the expression appeared on buttons in chandleries and on bumper stickers passed out by sailmakers. More recently we've seen it on buttons and bumper stickers sold in mainstream stores like 7/11. While covering the Pacific Cup in Hawaii we couldn't help but notice the expression has gone international; on Ala Moana Blvd. we observed the normally reserved Japanese tourists smiling broadly while wearing t-shirts with 'Shit Happens' in huge letters on the front.

Longtime readers of *Latitude 38* will surely remember Larry Rodamer and Betty Ann Moore. About eight years ago the former San Jose IBM employees left Oakland for a Mexico and South Pacific; they wrote about their travels in these pages under the apt title; *Innocents Aboard*. They originally returned to Hawaii with the intention of building the cruising kitty for further travels. But since then Betty Ann Moore has been rocketing to the higher echelons of the corporate world while Larry is now the manager of the Texaco Fuel dock at the Ala Wai. Further cruising now looks a long ways away. But there's always the great Friday night races in Hawaii; with three new sails, Larry and Betty Ann hope to move their Allied 33, **Dove**, up in the fleet.

While talking to Larry at the Texaco Fuel Dock, we noticed the Norseman 447, **Denouement**, tied up nearby. Larry explains that the owner, Dale Parshall, who is on his way back from New Zealand, also worked at IBM in San Jose. In fact, when Larry and Betty Ann returned from their cruise, Parshall came by to talk, thinking it was something he might like to do someday.

Up until April of this year, if you wanted to fly to the winter cruising wonderland of **Cabo San Lucas**, you had to do so on



LATITUDE RICHARD

Aero Mexico, Mexicana or — if you were lucky — private plane. Then Aero Mexico went out of business, stranding hundreds of passengers. Filling in the old Aero Mexico gap is Continental Airlines, currently the largest United States carrier operating in Mananaland. Continental now has a 9:05 a.m. L.A. flight for Los Cabos that returns at 11:55 a.m. One-way fares are between \$127.50 and \$137.50. Since it's unlikely you'll be thinking about such flights until November, you'll want to double-check on schedules and fares at that time.

Last month we briefly mentioned the new *Club Cruceros de La Paz*, or **Cruising Club of La Paz**. According to Jimi Murillo of **Windsong**, who is up in Northern California for a few months, the new club already has about 200 members. Jay Ramos, longtime cruiser on the Flicka 20, **Hay Chiahuahua!** (we can never get the spelling right!) is the Commodore. The club was formed for both social and practical reasons. There's a monthly meeting the third week of the month at Los Arcos Hotel, whose owner, Mario Copland, is also a member of the Cruising Club of La Paz.

The club has been recognized by the Port Captain and other authorities, which should help give the cruisers a greater voice in La Paz. Membership is a mere \$5 a year, and t-shirts and burgees are available. Currently membership gives cruisers discounts at a couple of hotels in La Paz; similar arrangements with other businesses are planned. For further information, write Club Cruceros de La Paz, Hotel Los Arcos, Box 112, Codigo Postal 23000, La Paz, B.C.S., Mexico. We've been made an honorary member of the club, for which we'd like to thank all the members. See you when we sail through in November!

Marvin and Leah Rosenberg of Marina del Rey report that on May 10 they resumed their cruise of the east coast of the United

States aboard their Morgan 46, **Palio**. Although chronologically no kid — he flew B-29's from Guam in WW II — Marvin's retained a seemingly childlike curiosity about everyplace he visits. We get a lot of cruising letters, but nobody seems to get more out of each port — be it Washington D.C., Atlantic City, New York or Deltaville — than Marvin. We salute his spirit!

Even at \$4.00 a shot, Haagen-Dazs bars are in big demand in Antigua.

While on the subject of Southern California, former Belvedere residents **Bill** and **Heather Clute** report that they've "traded in their gold chains and pastels for jeans and cowboy boots". Yes, they've moved their Perry 52 from Marina del Rey to Ventura. "Real mountains and fresh breezes," they write, noting they're "going to the stock car races tonight and a KHAY country music concert on Saturday night." Part of the reason for their move was that their daughters Cathy and Dixie are opening up a business a few miles up the coast in Santa Barbara.

Northern California sailors will remember the Clutes for owning the Ericson 39 *Chiquita*, the Peterson 41 *High Noon*, and the Peterson 48 *Annabelle Lee*.

Joyce, Martin and Otto on **Nanok** report that they spent the winter in Denmark before moving on to Poland. While not on most cruising itineraries, the crew on *Nanok* found the beleaguered country to be "great, with very friendly people and low prices when compared with Denmark". The boat is now cruising the Baltic on its way to Spain.

Jim Hill and sons of Palo Alto have been cruising Yugoslavia aboard their Farr 55, **Spellbound** and having a terrific time. Hill's old Star sailing buddy, Lowell North, is expected to join the boat again for the end of summer.

Rod Hilton, who says he picks up stray

copies of *Latitude* "from New York to Panama", says we've been making a small error when writing about Mike Starbuck. According to Hilton, Starbuck's Playa Blanca digs are on the mainland about three miles north of Portobello. For some reason we'd always been under the impression that Playa Blanca was on an island. Our apologies! Incidentally, if you need a Caribbean cruiser that already knows her way around, you might check the *Classy Classifieds*. After seven years of cruising the Caribbean with his Schneider Pennant sloop, **Amiga**, Hilton is selling her to move up to a boat in the 40-ft range.

At last report, Shirlee Edwards and Neil Thomson of the Sausalito-based Freya 39, **Fitzroy**, were at anchor at Caleta Partida, Baja. They're a little behind schedule. Originally they'd intended to spend the summer varnishing boats in San Diego and then spend the '87-'88 winter season in Mexico. But when they arrived in San Diego, they discovered that the boat varnishing business wasn't so good. First off, there was lots of competition, which isn't that bad. But secondly, the marinas demand a percentage of your earnings. That's very bad. You have to be flexible to survive, so just a month later Shirlee and Neil were actively employed housepainters. One job lead to another, and by August they'd hooked into a restoration project which — unbeknownst to them — would take eight months and wipe out any hope of cruising Mexico that winter. Interestingly enough, the Coronado house they would restore was built in 1927 and had been designed by — believe it or not — Francis Herreshoff. When not designing houses, he's said to have drawn a few boats, too.

With the work taking so long, *Fitzroy* didn't head south for Mexico until May 6 — exactly a year after they arrived in San Diego. Leaving late in the season, they were blessed with following winds the entire way; both down to Cabo San Lucas and then up to La Paz. As for Baja, where they plan to spend the summer, they say, "... we're very impressed and enjoying every minute."

As for us, we hope you're enjoying every minute of your cruising life and will drop us a line from time to time to tell us how things are going. If you can include a photograph with it, that makes it all the better.

CLASSY CLASSIFIEDS

- **Personal ads: 1-40 words: \$20 / 40-80 words: \$40 / 80-120 words: \$60.**
(Personal property you are selling; help wanted)
- **Business ads: \$35 for 40 words maximum**
(Service(s) or business you are selling; charters; 1 boat per broker)
- **Ads taken through the mail or in person only**
(Sorry, no ads accepted over the telephone)
- **Money must accompany ad. No Classified billing.**
(Check, cash, or Money Order; No credit cards.)
- **Latitude 38 — Classy Classified Dept.**
- **P.O. Box 1678, Sausalito, CA 94966**
- **Street address: 15 Locust, Mill Valley, CA 94941**
- **\$3.00 for postage & handling for individual issues requested. No tear sheets.**

Deadline:
18th of month
prior to publication

Sorry, but due to a tight deadline,
we cannot accept changes or cancellations after submitting ad.

In the future, please note all
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Latitude 38; Rates and address
listed above.

THE FOLLOWING IS A COMBINED LISTING
OF CLASSIFIED ADS
FROM **LATITUDE 38** AND **LATITUDE 34.**

25-FT AND UNDER

18.5' CAPE DORY TYPHOON "WEEK-ENDER". 6 sails, 2 Seagulls, S.S., stereo, new cushions, berth cockpit, Porta-potti, full cover, many extras, fresh teak, wax, paint. Excellent throughout. Great trailer! Fully equipped. Ready to sail. \$6,950. Call Larry in San Diego, (619) 299-2771.

CAL 20-FT. New trailer, new outboard, new boat cover, new wiring, new cushions, new lifevest, new anchor & line 200', new main, new storm jib, new 160%, new paint, bottom, interior, hull & deck. \$4,100. Days (408) 476-3831.

CAL 20. Fully rebuilt, new mast, new bottom paint 7/1/88. A new jib & 2 mains, Johnson 6 hp. A super boat with a Kappas Marina berth (Sausalito). Call Tom, 332-4628 eves. \$4,000.

J/24, 1981. White, 10 sails, trailer, motor, excellent condition, great for racing or cruising the Bay. We are moving this fall so bring offers. \$12,000. 567-9987.

GREAT PELICAN. 16'x8' daysailer with large cockpit. Professionally built by Bill Duffin in Sausalito. Hull fiberglassed. In excellent condition. Complete with trailer, 4 hp Seagull o.b., sails & storm jib. \$2,750/B.O. (415) 388-4571.

'84 15-FT SLOOP WEST WIGHT POTTER. Hardly used w/new o.b. motor & tilt-back trailer. Honda 2 hp engine has less than 45 min. of use. \$2,600. Ramsey, (415) 564-8201 after 3 p.m.

ERICSON 25 WITH TRAILER. Rare quality for ramp-launchable pocket-yacht. 2 1/2-ft draft with centerboard up. 6 sails incl. spin. 15 hp elec-start o.b., autopilot, VHF, speedo, fatho, beautiful mahogany interior, pictures available, delivery possible. Great Baja boat. \$12,900. (714) 970-1430 eves.

SANTANA 20. Fully equipped, 2 mains, 2 jibs, spinnaker, 6 hp Johnson, trailer. Many extras. Good condition. Priced to sell. \$3,800. Brian (408) 476-7702.

AQUARIUS 23. VHF, compass, printer fatho, stereo, 7.5 Honda with alternator, battery charger, head, weather cloths, cushions, ground tackle, 2 battery 12-volt plus shore-power, 4 sails. Swing keel, trailer, extras, \$4,500/OBO. 873-4898.

16-FT S.F. GREAT PELICAN. Tabernacled mast, kick-up rudder, cuddy cabin, inboard motor well, 6 hp Johnson, main & jib like new. Trailer totally rebuilt, new tires & spare. All in excellent condition. \$3,500. (415) 846-3941.

J/24 BUILT BY PEARSON. (E/Coast) '77 Hull #128. 6 hp o.b. Depthfinder, knotmeter. As new Trailrite trailer and many other extras. Must sell! \$9,000. (415) 382-9372. Daytime phone (415) 453-7020. Ask for Glenn Abbey.

THE S.F. BAY CAL 20 FLEET . . . sponsors local races, cruises, picnics, parties and seminars on rigging and sailing techniques, and we're active in the International Cal 20 Class Association. Join us. For information, call (415) 550-8966.

PACIFIC SEACRAFT 25-FT, 1976 Offshore cruiser. New gelcoat & bottom paint. Inboard Yanmar dsl, alcohol stove, sink, head, sleeps 4, 3 sails. \$20,000. (415) 499-9676.

BEAR BOAT #13. A classic 23' wooden boat designed for sailing the Bay. Varnished hull, spinnaker, 2 jibs, main. Evinrude 6 o.b. Sound condition with recent survey. \$3,900/OBO. Leave message for Frank at (415) 346-1423.

SOME PEOPLE THINK 'ROSANNA' is the best-looking Santana 22 around. Probably not, but she's definitely the best one for sale. White LPU, red graphics, black Micron bottom, Vetus non-skid decking, spinnaker, race rigged, ultralight outboard. Orysailed. \$5,900. (415) 388-6531.

'87 CATALINA 22 SWING KEEL. Pop-top, mint condition, loaded with extras. Swing-up rudder, o.b. motor, trailer. \$10,500/OBO. Eves. (916) 481-3545.

21-FT COLUMBIA. New flotation, masthead, chainplates, plexiglass doors, deck, outboard. Must sell. \$2,500/OBO. Need approx. 40' hull sail or power, fixer-upper OK. No derelicts. Serious family looking for future liveaboard. Small down owner financed, or ? Marc Strong, (209) 575-4574.

21-FT VENTURE, 1973. Swingkeel, trailer, 7.5 hp Sears Gamefisher eng., 3 sails. We purchased a larger boat. Must sell! \$2,600/B.O. Call (209) 474-0123 eves/weekends.

J/24. West Coast built. Good condition. Many extras including: Evinrude 4.5, Barient self-tailing winches, depth & knotmeters & trailer. Make an offer! Call (415) 852-2310 weekdays or (408) 749-0274 anytime.

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First 38 available for charter or yacht share. Located Newport Beach. 3 bags & tri radial spinnaker, refrigeration, all self-tailing winches. Signet 1000 & 1500, 2 heads, sleeps 7, PHRF rated. Call Greg (213) 382-0485; Linda (714) 675-7100.

classy classifieds

ONLY ONE PERSON HAS #1! Hull #1, sail #1. The first Santana 22 that W.D. Schock ever built is for sale. Completely rebuilt & restored. Five sails including 2 spinnakers, one new. Outboard & trailer. Have the first: \$9,500. Tim Clifford, (408) 728-4473.

ERICSON 23-FT & TRAILER. Like new, 10 hp o.b. Porta-potti, brass winches, sleeps 4, Bowe pulpit & much, much more. Asking \$10,000. (916) 637-4666.

1982 SPINTA SPORT 23-FT racer-cruiser. Sleeps 4, light, responsive & comfortable. Must sell! \$6,000. Ray, 845-7671 or 841-6672.

20-FT SNAPDRAGON. Stiff, dry Bay boat, with trailer, 7 hp o.b. Upwind Berkeley berth. \$2,500. (415) 524-3025 or (415) 524-7865 eves. & weekends.

MEDICAL EMERGENCY FORCES SALE. Freedom 21, 1985. Main, jib & spinnaker. E-Z Loader trailer, Honda 7.5 o.b. Used 6 times, excellent condition. Tilt-up mast step. All Harken equipped. Contact Steve, (707) 527-9180 eves.

LASER 2 AND TRAILER. 14'6". Good condition, ready to sail or race. Main, jib, spinnaker, Turtle bag, trapeze & trapeze seat. New 1987 Shoreline brand trailer. \$2,000/OBO. Call Bob at (408) 737-9087.

CATALINA 25-FT. With trailer & loaded with extras. 9 sails, 10 hp Honda, propane stove, refrigeration, pumpout head plus many more for only \$18,500 or offer. Send stamped, self-addressed envelope for all details to K. Hansen, 2940 Los Altos Way, Antioch, CA 94509.

CAPRI 22, '86 RACE EQUIPPED. All racing (Morrelli) sails. Trailer, motor, epoxy bottom. Always in fresh water. \$9,500. (916) 891-8736.

CATALINA 22, '87. Used 4 times, loaded, deluxe interior, Honda motor, '88 trailer, epoxy barrier coat when new. \$11,500/offer/trade. (916) 891-8736.

CAL 25. Desperate, anxious, negotiable seller. Great Sausalito berth. Good clean boat, sleeps 4. Start at \$5,100. (707) 545-8614.

WILDERNESS 21. In great shape. Must see and test drive. Complete with trailer, o.b., new mainsail & rigging, spinnaker equipped. At Lake Tahoe for past 2 years. Now dry sailed from Sausalito. \$6,000/OBO. (415) 435-6287.

1974 16-FT GLASTRON GT. New 130 hp Volvo Penta, new upholstery, hull in excellent condition. (707) 829-9392 eves., let ring.

RHODES 19-FT. Good, solid G Boat that could use a little care. Great for Bay. Sausalito berth. Evinrude o.b. \$1,000. Call Debbie, (415) 285-7884 or Charlie, (415) 759-5975.

D'DAY 22-FT. Working sails, genoa, speed rail, anchors, 2' draft, cockpit rigged, heavy-duty trailer. Perfect condition. \$5,500. (415) 332-4457 lain.

BAHAMA 25. Full keel, big cockpit, new electronics, new cushions, autohelm, new head, make offer. Joe, 532-8953.

CAPE DORY 25, 1979. Full keel, brass port-holes, teak trim, o.b., df, VHF. \$14,500. (415) 461-0510; 620-2830.

CAL 20. Excellent condition. Race-rigged and many extras. \$3,500 or B/O. Eves. (415) 892-1171.

\$1,000. Balboa 20 cabin sloop. Good condition. 4 hp o.b., 29" draft, fast & stable. Vallejo berth. Must sell now, my loss is your gain! (707) 578-0377.

CAL 20. Ideally suited for the Bay. Very clean. Large cockpit. Sleeps 4. North sails. Hydraulic motor mount. Sacrifice. \$2,695/OBO. Dave, (415) 383-5300 days or (415) 435-5659 eves.

S-2 6.8 22-FT, 1979. E-Z Loader trailer, 7.5 Merc, shoal keel, centerboard, flush deck, head, sleeps 4, head, phone. Sausalito berth. \$12,000. (415) 332-8784.

CATALINA 25. Swing keel, roller furling 150 genoa. Traditional interior. Pop-top with enclosure. 7.5 Honda o.b. Some spinnaker gear. Dual batteries. Depthsounder. Cockpit cushions. \$13,950. Call (916) 662-9072.

13-FT BANSHEE SAILBOAT. Excellent condition. Nearly new sail, fiberglass rudder & fiberglass daggerboard. Low serial number, lightweight hull for class racing. \$1,095. Call (916) 662-9072.

FJ RACING DINGHY 8Y VANGUARD. Tapered mast, all Harken gear, 9 sails, new complete set of Pineapple sails, boat covers. Yellow/blue topsides, white hull, with trailer. All excellent condition. Trade for Laser plus cash or \$1,700. (415) 432-3985.

24-FT COLUMBIA CONTENDER. Full keel pocket cruiser, great boat for the Bay, 10 hp o.b., new upholstery, new rigging, many extras. San Rafael berth. \$7,500. Call (707) 433-3202.

VENTURE 24 — \$5,500. 110%, 150% genoas, main has jiffy reefing. Freshly painted bottom & trailer. Lifelines & many extras. Fast & fun. (408) 866-0709 eves; (415) 852-6309 days, Ray.

25-FT NORDIC FOLKBOAT. Priced to move! Recent haulout. Good condition, outboard, main, 3 jibs, spinnaker, automatic electric pump, lights, lifejackets, complete. Good upwind Berkeley slip. \$3,500/OBO. Call Dave now! Days (415) 655-3990; eves. (415) 655-8070.

IMPACT 18. This is an agile high-performance daysailer. Planes in good breeze. Comes with jib, main, spinnaker, trapeze, trailer, etc. \$1,800/OBO. Days (408) 338-2128; eves. (408) 338-4785, ask for Dana.

CATALINA 25, 1979. With Santa Cruz slip. One owner. Sleeps 5. Trailerable. Pop-top, VHF, depth, knot, compass, splitback stay, tabernacle, full boat covers, jiffy reefing, etc. New Honda 9.9 LS. Very clean. Perfect starter/family sailboat. \$12,500. (408) 688-7800.

CAL 20 IN GOOD CONDITION. Oakland berth. Must sell, possibly moving from Bay Area! \$2,000/OBO. Home (408) 997-6910; work (408) 973-2016.

MOORE 24. Fresh water boat, excellent condition, trailer, o.b., many sails & extras. \$11,500. (916) 583-5914 or (415) 930-9998, leave message.

QUALITY 24-FT S2 YACHT. 15 hp inboard, 1978, beautiful, deal at around \$6,900. (415) 759-5811.

SEAWORTHY, BEAUTIFUL, FAST 25-FT cold-molded sloop, flushdeck. Built & sailed by owner, this boat is fully equipped & can go anywhere. Chuck Paine designed with no expense spared in construction. Located at Schoonmakers in Sausalito. \$20,000. (415) 331-5452.

21-FT MERMAID SLOOP. New deck & paint. Ready to sail. \$2,750. (415) 658-1024.

J/24. Motor, main, jib, genoa, spin., head, bottom paint, new hull & spar paint. Santa Cruz berth avail. \$8,900/OBO. (408) 475-4948.

COLUMBIA 22. Great Bay boat, Richmond berth, new 7.5 Honda, radio, anchor, every clean boat. \$4,500/OBO. (415) 322-7163.

VANCOUVER 25. A husky 7,000 lb. fiber-glass cruising boat. Has 15 hp inboard dsl, roller furling jib & a custom teak hatch. Boat is in excellent condition & has been in fresh water only. \$18,500. (512) 653-3863 (TX).

1987 CATALINA 25. Near new condition. Fixed keel, trailer, pop-top, Honda 10 hp, roller furling, very well equipped including stove, ST winches, VHF, knotmeter, ds & much more. Cost \$24K new, my loss your gain. \$18,500 firm. (707) 528-9133.

J/24 — NO MONEY DOWN! Beautiful one-design racer. 2 sets of sails (one racing & one practice/cruising), new VHF radio, new mast-mounted compass, 4½ hp Johnson, anchor & safety equip., special new traveller-mainsheet system, plus a single axle trailer. Call for details. \$12,500. No money down, only \$125/month! (408) 429-6306.

COMPAC 16 SLOOP. Excellent condition. Sleeps 2. Includes mainsail, jib, genoa, & spinnaker. New o.b., Ritchie compass with hatchmount, bow pulpit with anchor mount. Mahogany interior & exterior trim. Trailer & many extras. \$2,600. Tim, (408) 238-4515.

BRISTOL 22-FT, 1971. Good condition, 7½ hp Johnson o.b. Coyote Pt. berth. \$4,500. (415) 345-8882.

23-FT DORY. Bruynzeel lapstrake 1979. Cape Ann sailing dory with 2 rowing positions, centerboard, main & 2 jibs. Includes: sails (3), oars (4), o.b., ground tackle, trailer, canvas cover. \$3,400/B.O. (415) 841-9403 eves./weekends.

SANTANA 22. Hull 51. Rigged for racing, 6 hp o.b., Barient winches, mainsail, class lap-per & spinnaker, knotmeter, radio, other extras. Great boat for the Bay. \$5,000/B.O. Phone 881-0518.

CAL 20. Trailer, new Honda O.B. Lewmar winches, 5 sails, new Porta-potti, new dacron sheets, halyards. \$3,250/OBO. (916) 966-5975 eves.

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CATALINA 27, 1978. Impeccable condition. New dodger, new interior upholstery, new compass, new depthsounder, club jib, 110%, o.b., VHF, knotmeter, 2 Danforth anchors, galley, head. Terrific Bay boat. \$1,450. Would consider trade up. Tom, (415) 897-2991.

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CAL 2-27, 1978. Fully equipped racer/cruiser in bristol condition. Brand-new running & standing rigging, backstay adj., & epoxied/sprayed blister-free bottom. Atomic 4, VHF, ds, km, inflatable, etc. Pt. Richmond slip. \$22,000. Greg (707) 838-3028 days; (707) 431-0913 eves.

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33-FT CHEDY LEE KETCH, 1975. Year-round cruise. Liveaboard, shower, heater, Volvo dsl. \$36,000. (415) 524-3065.

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CARTER 30, 1975. Limited production racer/cruiser by Oick Carter. Electronics include windspeed/direction, boat speed, depth, VHF, Ioran, AM-FM cassette stereo. 7 sails, full spinnaker gear, hydraulic backstay, Yanmar dsl, excl. cond. Must see (and sail) to appreciate. \$33,000. (707) 224-3123.

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KARMAC 30. Steel sloop, teak interior, Yanmar, Tanbark sails, Awlgrip, Devoe bottom, Dutch design, Canadian factory built. A very pretty offshore boat available for 1/2 of replacement cost. Photo avail., must see. (206) 676-1234. 2518 Williams, Bellingham, WA 98225.

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28-FT ISLANDER. Atomic 4 gas engine., wheel, roller furling, beautiful teak interior, sleeps 6, excellent condition, Alameda. (702) 882-5017. \$22,500.

ISLANDER 28 BAHAMA, 1981. Yanmar dsl eng., 5 sails, main, jibs 90%, 110%, 150%, North gennaker, autopilot, km, ds, ST winches, man-overboard pole, custom cabinets, built-in gauges & VHF. Adj. backstay, sun awning, cockpit table, wind-vane, Danforth anchor & rode. Teak & holly sole. Excellent condition. \$26,000/OBO. (415) 490-3954.

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CSY 44-FT CUTTER, 1978. One owner has lived aboard for 10 years. 1988 survey avail. Extensive spare parts, sails, 2 autopilots & Sailomat. \$125,000 or would consider real estate trade. Yacht now in USVI. Contact Roger, 885-1308.

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38-FT DOWNEASTERN — CUTTER RIGGED. Ready for cruising & in excellent cond. *Something Special* is experienced & ready to cruise or liveaboard. Recent survey. This is a great buy at \$64,900. Call Warren, days (408) 372-1335.

ISLANDER 36. Custom rigged. Perkins dsl., 45 gal. fuel, 120 gal. h/c water, shower, auto. battery charger, VHF, RDF, depthsounder, Monel muffler, insulated icebox, sound-insulated engine compartment, Zodiac. Never raced. No blisters. (415) 696-4613; (408) 867-9351.

UNION 36. Beautiful, powerful 1984 cutter. Sleeps 7, galley, head. Dependable Perkins 4-108 auxiliary. Instruments plus Loran, EPIRB, stereo, dinghy with motor, cruising radial headsail, etc. Excellent condition. \$74,500. Consider smaller boat in part or equity trade. (707) 746-6770.

FREEDOM 36, 1988. Avon inflatable, microwave, washer/dryer combo, VHF, cassette stereo, phone connections. \$115K. Slip B-14, Pillow Point Harbor, Half Moon Bay, CA or (415) 340-5080 (dial all digits), listen for tone, enter your # on push button phone — hang up.

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38-FT SCHOONER. Alden Malabar design built by Stone Boatyard in 1936. Fir on oak, heavy construction. Perkins dsl, good sails, new canvas. Beautiful interior. Ds, knot, VHF. Needs exterior varnish & cosmetics. A beautiful, seaworthy cruiser or liveaboard. \$27,500/B.O. 332-9231, message anytime.

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MONK 43-FT DOUBLE-ENDED CUTTER. Mahogany on oak, Perkins 4-108 dsl, wind-vane, refrigeration, hot shower, propane stove, 5 sails, VHF, depth recorder, EPIRB, Zodiac, o.b. \$36,000. Trade for land. Boat in Hawaii. Write: Lesser, Box 1141, Kaneohe, HI 96744.

"ENOURANCE" 39-FT WESTSAIL. 1981, beautiful Robert Perry design. Comfortable cruiser, strongly built & rigged. Fully insulated, great liveaboard. Alaska storm tested. Radar, loran, dodger, 6 sails, Yanmar 33. \$75,000. To view, (206) 282-0712. Owner, (208) 232-7236.

1987 UNION 36 FAIRLY NEW 11/87. Excellent condition, teak decks, teak interior, h/c pressure water, stainless propane stove, kerosene cabin heater, refrigerator/freezer, epoxy bottom, antifouling paint, microwave, depthsounder, knotmeter, VHF radio, battery charger & much more. Call for complete list. Perkins eng. Only 40 hrs (new). Robert Perry design. Must sell. \$71,950. (415) 873-2577.

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CHEOY LEE 44' MID-SHIP KETCH. Leuders design, 1977. Beautiful & spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior & teak decks, dinghy on davits. Terms: \$103,000. Call (415) 331-5509.

1984 CATALINA 36-FT. Monterey slip. Can qualify as a second (or first!) home. Complete with CNG stove & telephone. VHF, ds, ws, wd, epoxy bottom, black anodized mast, covers, custom dodger, all for \$63,000/offer. Eves. (408) 479-9861 or (408) 476-2039.

FOR SALE: A beautiful 1983 Morgan 383 (38'). Fast, dry, stable, safe & comfortable with a dodger & cockpit weather canvas. Perkins 4-108M with oil sump pump. 3-burner propane stove with oven. Fuel tank 40 gal., 90 gal water tanks. Hot/cold pressure water. Big shower in head. Holding tank with Y-valve. Fresh bottom job 6/88. Teak trim done in 7/88. Asking \$79,000/OBO. Call (408) 725-3406 days or leave recorder message at (408) 251-9009.

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ALAJUELA 38, 1976, HULL 33. Factory completed. Proven cruiser/liveaboard (over 15,000 miles). Original owners, lived aboard 9 years. Dry/weather boat. Only 1700 hours on engine. Inventory/particulars on request. Surveyed \$80,000. Asking \$70,000. B-6, Emery Cove Marina, Emeryville.

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41-FT MORGAN O.I. KETCH. Liveaboard/cruiser. Washer/dryer, microwave, TV, stereo, fireplace, 2 refrigeration systems, 2 heads, propane heaters, new upholstery, center cockpit has full canvas enclosure, Combi system, roller furling jib, sailing dinghy on davits. (415) 522-6945. \$74,500.

40-FT CHALLENGER FIBERGLASS KETCH. Superb liveaboard/cruiser. H/C pressure water with shower. (2) Norcold ref/frzs, propane stove, fireplace, aft stateroom, 6'4" headroom, sleeps 7. Perkins dsl, RVG vane, Benmar ap with remote. Onan generator, Avon 6-man liferaft, self-tailing winches, EPIRB, windlass, full ground tackle, 7 sails, VHF, RDF, Signets + much more. New AwlGrip hull paint, gelcoat topsides. New headliner, cushions, curtains, sailcovers, etc. Mint inside & out. Documented. South Pacific veteran. Berthed Emeryville. New on market. (415) 792-2537.

43-FT CUSTOM BUILT, NEW ZEALAND, center cockpit, auxiliary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. \$85,000/OBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

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1983 FORCE 50 P.H. KETCH. Washer & dryer, dive compressor, Combi instruments, radar, watermaker, autopilot, 6 kw inverters, microwave, 450 fuel, 340 water. \$160,000. Assume \$97,500 at 10 1/4% amortized 15 years. Owner may take part down & trade for ? (619) 291-4983.



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C&C LANOFALL 48. This pilothouse cutter with inside steering was commissioned in 1985 and is equipped for fast, safe and comfortable cruising. Navigation aids include radar, Ioran, SatNav, autopilot and SSB. Depth & knotlog at both steering stations. 7.5 kw generator powers creature comforts in galley as well as battery charger and water-maker. Lots of ground tackle and electric windlass. Dinghy with o.b. and liferaft with spares for most systems puts this yacht in the "ready to go" category. I want offers! (415) 521-9371 eves.

FERRO KETCH. New engine, 130 hp Perkins, hydraulic steering and more. 60x16x7. Needs some work. Free & clear. Documented. Owner desires trade down or property trade. (415) 282-9609.

57-FT LOA KETCH. Center cockpit aft cabin, 14' beam, large salon, 2 heads. 1 1/2" strip plank mahogany hull. 5 bags working sails, complete ground tackle, Loran C, 90 hp Iron Wind. Recent survey. Fair market value \$125K. Asking \$75K. (503) 761-2933.

KETTENBURG 50-FT SLOOP. A meticulously maintained & elegant California classic. U.S. built in 1963 of mahogany on oak. Isuzu dsl, new wiring/batteries, new boat cover. Ready for offshore cruising or liveaboard. Documented for charter. \$93,000. Trades considered. (415) 521-8692.

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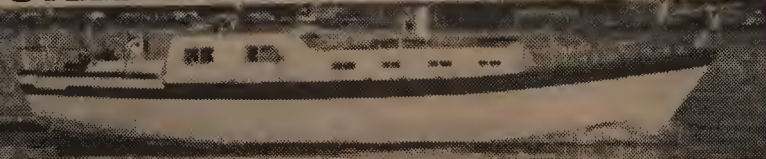
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CATALINA 34

CATALINA 36

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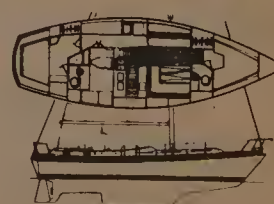
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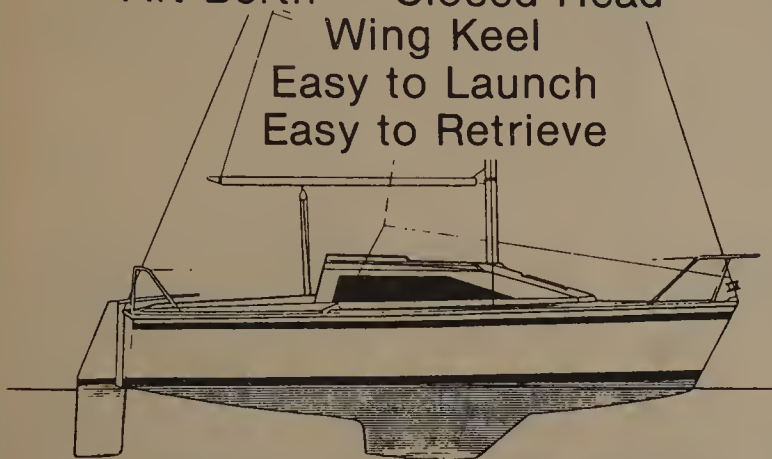
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Trlr, o/b, 4 sails, gd cond, ready
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1982 Pearson, masthead sloop,
Iso gelcoat, 3.5' draft, cast iron
keel, whl steer'g w/pod instru-
ments, h&c shower, Volvo dsl,
new custom-hinged maststep.
Asking \$25,000.

CAPRI 25
'85, fixed keel sloop, trlr, 5hp
Honda, 6 North sails, Harken
blocks/cleats. Immac, ready to
race/cruise. Only \$13,500.

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North sails, Harken roller furler
and loaded with equipment. A
one-owner fresh water boat.
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sell!* Asking \$19,950, will take
best offer.

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1978, Yanmar diesel, sleeps 6, 3
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shower. Asking \$29,500.

PEARSON 303
1983, Bill Shaw design. Yanmar
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electronics, fresh water boat.
Asking \$50,000.

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"FANFARE" is for sale

"Fanfare" is a modern thirty square meter yacht designed and built in Sweden. She is slim, fast and beautiful. She is rigged for easy short handed sailing and her exquisite maneuverability makes her a pleasure to sail in all conditions. With a moderately sized rig and long lines she is especially suited to the San Francisco Bay waters.

She is the importer's demonstrator with many custom features added to the basic layout of six bunks in three cabins. She will turn heads both on the water and at the dock.

Because the importer is closing operations in San Francisco, "Fanfare" will be sold for a considerable savings over her replacement value. If you are interested in a yacht that is fast, fun to sail, unique and is built to the highest standards, you must see "Fanfare".

Call Swedish Yachts of North America at (415) 362-8715 today to find out more about "Fanfare".



PARTIAL SPECIFICATIONS

Overall length	41'
Waterline length	32'10"
Beam	8'2"
Draft	4'10"
Displacement	7,938 lbs
Ballast	3,241 lbs
Working sail area	404 sq ft
Genoa I	290 sq ft
Spinnaker	806 sq ft
Berths	6
Engine	17 hp Valva MD-7B
Speed under power	8 knots
Fuel capacity	13 U.S. gallons
Water capacity	31 U.S. gallons

Price
\$49,500

Swedish Yachts of North America

325-D Yerba Buena Road, San Francisco, CA 94130

(415) 362-8715

BAY BRIDGE YACHTS

SELECTED BROKERAGE

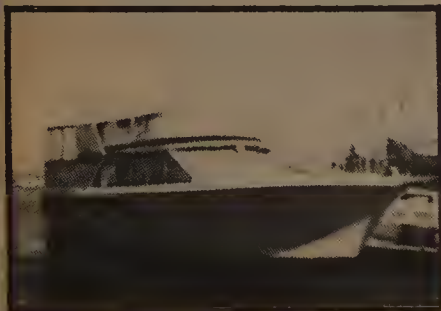
20'	YNGLING, trlr.....	sl	'84	o/b	\$5,500
24'	YANKEE DOLPHIN.....	sl	'71	o/b	8,900
26'	COLUMBIA.....	sl	'71	o/b	9,500
31'	HUNTER.....	sl	'85	s.d.	44,000
31'	RAWSON.....	sl	'67	s.g.	24,900
32'	ERICSON.....	sl	'74	s.g.	33,900
32'	ISLANDER.....	sl	'77	s.g.	44,500
36'	CATALINA.....	sl	'83	s.d.	57,500
39'	CAVALIER.....	si	'85	s.d.	115,000
40'	SANTA CRUZ.....	sl	'84	s.d.	118,000
45'	PORPOISE Delfin.....	kch	'70	s.d.	110,000
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27'	Vega Sloop.....	1972...	22,000.00
29'	Cal 2-29.....	1975...	27,900.00
30'	Pearson.....	1978...	27,500.00
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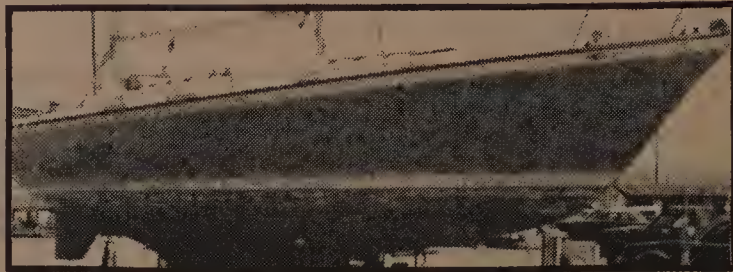
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1981 "Compass Rose"



PETERSON 46



LANCER 44 PILOTHOUSE
1980, twin Turbo-Perkins



PEARSON 36
1977 Ketch

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Frers 41 Custom

BUILDER:	McConaghy Boats, Australia
CONSTRUCTION:	Kevlar and carbon fiber
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RIG:	Triple spreader Zap Spar
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"Bondi Tram is one of the lightest and most rigid boats ever built."

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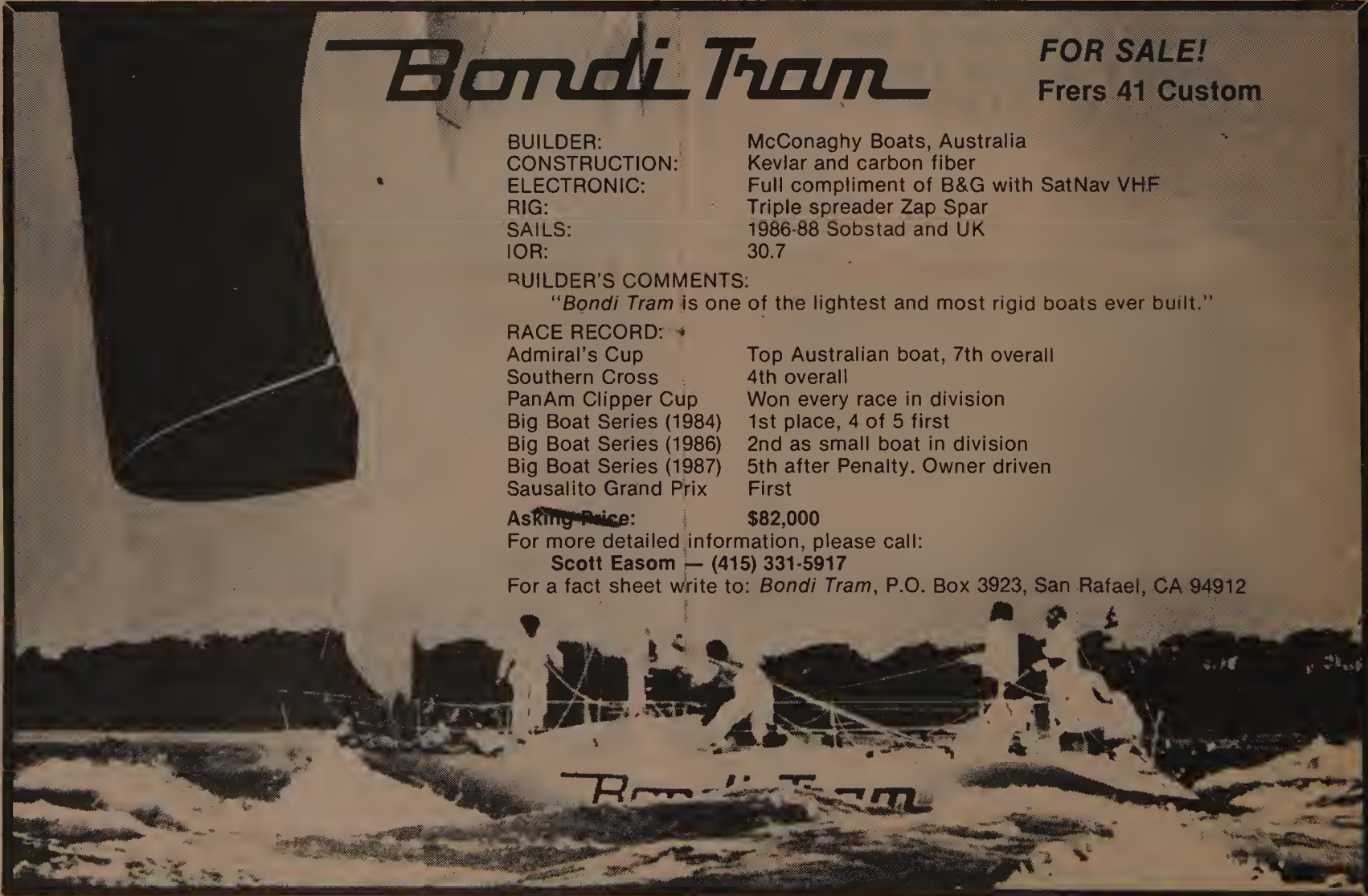
Admiral's Cup	Top Australian boat, 7th overall
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Big Boat Series (1986)	2nd as small boat in division
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Scott Easom — (415) 331-5917

For a fact sheet write to: *Bondi Tram*, P.O. Box 3923, San Rafael, CA 94912



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'79 **ISLANDER FREEPORT 36**. Perkins diesel. Designed by Bob Perry, the Freeport 36 performs well under sail and has the popular owner cabin amidships. **Offers.**

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26' RANGER 26, 1973, o/b	\$8,500
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29' BRISTOL 29, 1968, appealing design	\$16,000
30' ERICSON 30, 1969, new main & roller furling jib	\$19,000
30' ODYSSEY by Alberg	\$25,000
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33' RANGER 33, 1977, diesel, wheel	\$34,000/Offers
34' CAL 34, 1976, Perkins diesel	\$39,000
35' CUSTOM STEEL cutter	\$55,000/Offers
36' CHEOY LEE Luders, 1976, cruise/liveaboard	\$49,500
36' ISLANDER '78, popular Bay boat, dsl	\$47,500
36' ISLANDER 36, '74, diesel, nicely maintained	Offers
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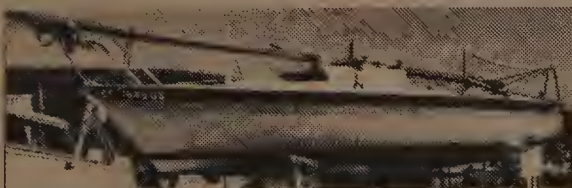
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'81. Fully race
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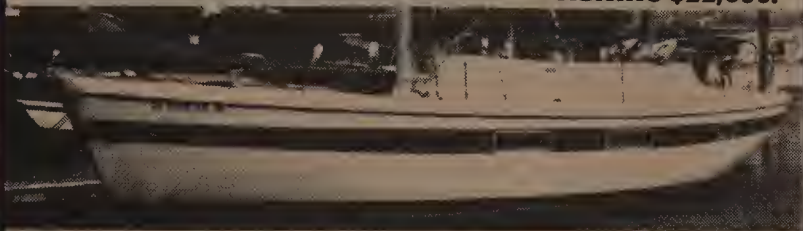
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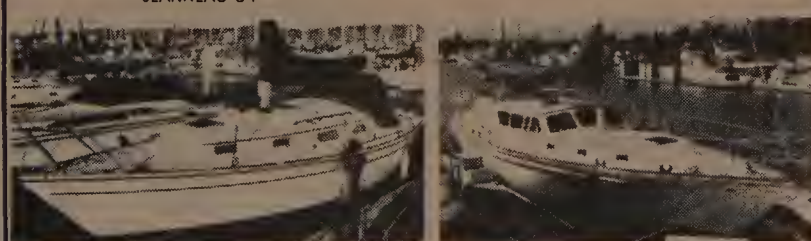
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ERICSON 34'



PEARSON 303

GULFSTAR 47'

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Tiller, Diesel

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30' CAL 9.2	39,500
30' HUNTER ★	30,000
30' PEARSON 303 ★	39,950
30' RANGER	31,950
30' SANTANA 30-30 ★	39,500
30' CS ★	49,000
33' CS	46,500
33' RANGER	34,500
33' COLUMBIA ★	33,900

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35' CHRIS CRAFT	59,950
36' SEA HORSE	79,500
36' STEPHENS	49,500
37' EGG HARBOR ★	63,500
38' BAYLINER 3870 ★	109,400
42' GRAND BANKS	155,000
43' PRESIDENT SF	185,000
48' PACEMAKER ★	138,000

LIVEABOARD/CRUISERS

31' MÖNSUN	47,000
35' NIAGARA MKI ★	79,500
35' ERICSON	37,500
36' ISLANDER	57,500
36' PEARSON 365	65,000
37' C&C ★	99,800
37' HUNTER ★	54,000
37' GULFSTAR ★	77,000
38' C&C LANDFALL	74,500
38' ERICSON ★	79,000
39' LANCER MS ★	75,000
39' CAL II	72,000
40' CHALLENGER ★	73,900
40' ENDEAVOUR	99,500
41' KING LEGEND ★	89,500

43' RON HOLLAND	134,300
44' PETERSON	130,000
45' JEANNEAU	189,000
45' LANCER	125,000
48' CHEOY LEE kch	159,000

TRADITIONAL DESIGNS

30' CAPE DORY kch ★	34,950
32' OFFSHORE kch ★	19,995
32' WESTSAIL	54,950
36' CHEOY LEE Loders	59,000
37' RAFIKI ★	78,500
39' FREYA	79,500



L.O.A. 36'3"	L.W.L. 32'
BEAM 11'4"	DISPL 22,000 lbs
BALLAST ... 7,800 lbs	FUEL 100 gals
cast iron in f/g	black iron f/g covered
BERTHS 7 people	WATER 140 gals
CUTTER	stainless steel

Select Sail

Merit 25, trlr, race equipt \$13,950
 Hunter 32, clean, diesel Offers
 Union 32, cutter, dsl Asking 48,500
 Union 36, cutter, as new 76,500

Select Power

31' Trawler (2) from 29,950
 34' Trawler, 1983, fully equipt 67,500
 Other fine selections

- We have limited FREE berth space
- We will maintain your yacht for sale

FAREWELL

The last of the Robert Perry
 designed Union 36's.

We must sell the last two Union 36's. Complete with spars and rigging, these two fine bluewater yachts are perfect for your world cruise. These are new yachts, solidly built, ready for a rare *opportunity purchase*. Don't buy anything until you've looked at these!!

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REPO HOTLINE

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523-8502

Size	Manufacturer	Year	Description/Comments	Value	High Bid
POWER BOATS					
16.5	Ski Tique	'76	Competition ski boat/trlr. Ford 289	6,700	4,800
18'	Malibu Skier	'86	OMC, V-6, cuddy cabin, trlr	12,500	6,800
22'	Bayliner	'87	Cobra, cuddy cabin, OMC V-8 i/a	10,000	6,000
22'	Moka	'81	150HP o/b, new cond., no trlr	21,000	18,200
25'	Farollan	'80	Fish boat, lrg open ckpt, Valva dsl	25,000	11,000
38'	Bayliner	'88	3870 Twin 175 dsl	126,000	
41'	Chris Craft	'83	410 Cammander twin 454 cu, gas	126,000	48,000
42'	Chien Wha	'84	Golden Star, full elec, radar	140,000	108,000
SAIL BOATS					
27'	Catalina	'75	Sloop, Atomic 4, depth, soils	11,000	8,100
28'	Columbia	'63	Beautiful cond, Atomic 4 gas i/b, soils	17,000	5,200
30'	C&C	'72	Tiller steering, 5 soils, clean, gas	36,200	17,250
30'	Newport	'76	6 soils, elect, dodger, EPR18	27,500	18,500
40'	C&C	'81	Very nicely equipt/maintained	166,000	66,000

SOON TO BE RELEASED FOR SALE:

18' Seaswirl, '85 25' Boyliner, '83 33' Hunter, '76

Bank advises . . . three more small power boats all on trailers to be released soon. Unless otherwise noted, all boats are located in our storage yard, or at our docks at Mariner Square in Alameda — **CALL IF YOU NEED DIRECTIONS TO OUR OFFICE — (415) 523-8502**

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Name: _____

Address: _____

Phone: (h) () (w) ()

I am interested in: Power ☐ Sail ☐ Price range _____

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Race, etc.) _____

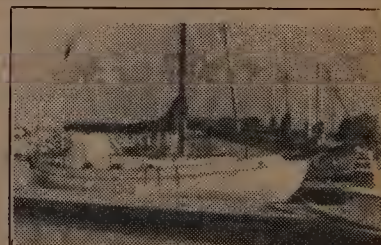
18/88

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1983 39' FRERS BY DUFOR. LOADED, PERKINS DSL, REFRIG., B&G, WINDLASS, VERY NICE. **ASKING \$99,500.** **OWNER WANTS HER SOLD!!**



WESTSAIL 32, 1981. A TRUE CRUISER'S YACHT. RADAR, AUTOPILOT, VERY HIGH QUALITY RIGGING. **\$59,000.**

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44'	PETERSON, '77, very nice . .	\$134,900
38'	CATALINA, '84	59,500
37'	EXPRESS, '84, loaded	99,500
37'	O'DAY, '79, center cockpit .	53,000
36'	ISLANDER . 2 to choose from	47,000
32'	C&C, '80	44,000
30'	MORGAN MKII	26,000

We draw from an extensive network of listings from all over the country. Let us help you locate your next yacht.

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25' Pac. Seacraft..... 16,000	32' Ericson..... 31,900
* 27' Ericson..... 21,300	* 32' Alden M/Sailor... 49,500
28' Islander 30,000	33' Yamaha..... 34,000
* 29' Ranger..... 21,900	34' Hunter 34..... 49,500
* 30' Islander Mk II.... 22,900	* 35' Bristol 3 From... 59,000
* 30' Cal 2-30..... 22,000	* 35' Coronado 48,000
* 30' Catalina..... 27,000	* 36' Watkins..... 65,500

OFFSHORE CRUISERS

* 27' Nor'Sea..... 49,000	38' Alajuela..... 80,000
30' Fisher..... 50,000	* 39' Cal..... 49,500
31' Monsun..... 47,000	* 38' Han Christen..... 99,500
* 31' Off Shore 31..... 34,000	* 40' Stevens 40..... 130,000
32' Challenger..... 39,500	41' Kings Legend..... 89,500
32' Atkins..... 59,500	* 41' Cheoy Lee 89,500
* 33' Freedom 69,000	45' Explorer..... 110,000
33' Freedom..... 70,000	* 46' Formosa 46..... 99,500
* 33' Vanguard..... 23,000	47' Cheoy Lee 98,500
35' Rafiki..... 58,000	47' Cheoy Lee..... 115,000
36' Pearson Ketch... 65,000	* 49' Transpac MK II... 189,000
* 37' Rafiki 37..... 79,500	

CLASSIC CRUISERS

* 23' Bear #1..... 9,500	* 60' Pilot Ctr..... 95,000
* 33' Inter.1 Design.... 14,000	45' Spaulding Cstm... 99,000

C & C

26' C & C 26..... 25,000	35' C & C 35 MK II..... 49,500
* 27' C & C 27..... 23,500	* 36' C & C 36..... 62,500
30' C & C 1/2 Ton..... 23,000	38' C & C..... 76,500
	40' C & C..... 120,000

HIGH PERFORMANCE

24' Nightingale..... 9,500	* 34' Dash 34..... 38,500
* 27' Contest 15,000	36' Peterson..... 62,500
* 30' P/J 1/2 Ton..... 28,950	38' Soderberg..... 55,000
* 31' Peterson 1/2T.... 33,500	40' Santa Cruz..... 113,500
* 33' Tartan 10..... 22,000	55' Swede 55..... 99,500

SAN FRANCISCO BAY CRUISERS

* 22' Columbia..... 4,900	* 26' Ericson..... 6,500
* 22' Santana..... 5,250	* 26' Pearson 9,000
* 23' Ranger..... 9,500	27' Cal 2-27..... 16,500
* 25' Bahama 9,800	27' Cal 2-27..... 19,500
* 25' Cal 2-25 2 Fr..... 18,500	27' Catalina 2 Fr..... 15,000
* 25' U.S. 25..... 10,500	27' Sun 27..... 17,000
25' Catalina..... 14,900	* 28' Newport 16,000
* 25' Ericson..... 13,500	29' Ericson..... 25,700
* 25' O-Day 25..... 10,000	30' Islander MkII..... 28,000
* 26' Dawson 26..... 8,500	30' Pearson 30..... 26,800

POWER BOATS

21' FiberForm..... 11,500	* 36' Trojan 36 S.F..... 36,500
* 30' Chris Cavalier.... 16,000	* 37' Hunter Cruiser ... 17,000
30' Chris Connie..... 22,500	* 38' PT 38..... 88,500
* 35' Chris Craft..... 55,950	* 40' Owens Tahitian... 34,975

Quality Listings for boats 35' and up are needed to satisfy our customers for cruising boats



Transpac 49 Mk. II a proven cruising ketch fully equipped and ready to leave. Full roller furling main, mizzen and jib. This spacious and seakindly vessel has a 3 KW generator, SatNav, Autopilot, SSB, Dink w/OB, Raft, etc. There is nothing to add, just you and your gear.
\$ 189,000



The Cheoy Lee Alden Motorsailor is the ultimate of sailing comfort. A full inside steering station and flush deck design provide large living areas for all your boating activities. Here is the best of both worlds...designed by John Alden.

\$ 49,500



A Cheoy Lee Off Shore 31 that is a 10. Professionally maintained with no expense spared to keep her perfect. She is as pretty to look at as she is sweet to sail. A modified Herreshoff design with a long and stable lateral plane keel, ketch rigged and diesel engine

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The Rafiki 37 a blue water cruiser designed by Stan Huntingford for long range cruising in safety and comfort. A deep seakindly hull offer stability and storage. Aries vane, Trimble Loran C, hard dingy, storm sails and ground tackle. She is ready
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* Star indicates vessel at our docks



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32' MAXI 95 SWEDISH BUILT, Volvo diesel. Comfortable interior, oft cabin. Wheel steering. **Asking \$29,500**



37' FREEMAN ENGLISH KETCH. Pitch pine on oak, copper sheathed bottom, new diesel '87. Just soiled in from England. Well equipped for world cruising. **Asking \$59,500.**



28' VIKING YUGOSLAVIAN SLOOP. 22 hp i/b, teak decks, draws only 24" with board up. Has been well maintained. **Price reduced to \$9,900.** Owner anxious.



LAFITTE 44 CUTTER. Perry designed bluewater cruiser. Well equipped, hydraulic and rod rigging. Bright teak decks, extremely comfortable liveaboard/cruiser. **\$139,000.**



32' TUMLAREN CLASS SLOOP

(Large version.) Diesel.
Fast and beautiful, a real eye catcher.
Asking \$19,000



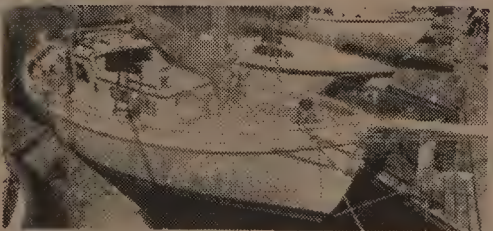
MOD. HERRESHOFF 30 KETCHES. Exclnt, well proven cruisers, or perfect for around the Bay. We have 3 to choose from — came & compare! **Prices now start at \$16,450.**



CAL 20 Two sets of new racing soils, very clean. Ready to go! **\$2,900.**



ORIGINAL H-28 KETCH. Probably the most famous L. Francis Herreshoff design. I/B, just rebuilt, 2 good suits of soils, autopilot, full cover, dinghy. **Excellent price: \$12,900.**



30' TAHITI KETCH. This proven design is one of the top accumulators of cruising miles. **Price reduced to \$19,900/Offer.**



34' CAL Popular design with roomy layout. A good liveaboard at an affordable price. **Asking \$24,000.**



25' FOLKBOAT Traditional class boat maintained in bristol fashion. Vornished hull. Full boot cover. **Asking \$8,500.**



38' HUNTER CABIN CRUISER. Twin Chrysler Furys. Extremely spocious, large shower. Excellent liveaboard. **Asking \$15,000.**



28' STOUTFELLA SLOOP. 30hp i/b, 6 bags soils including spinnaker. Excellent Boy performer with very pleasing lines. **Asking \$8,900.**



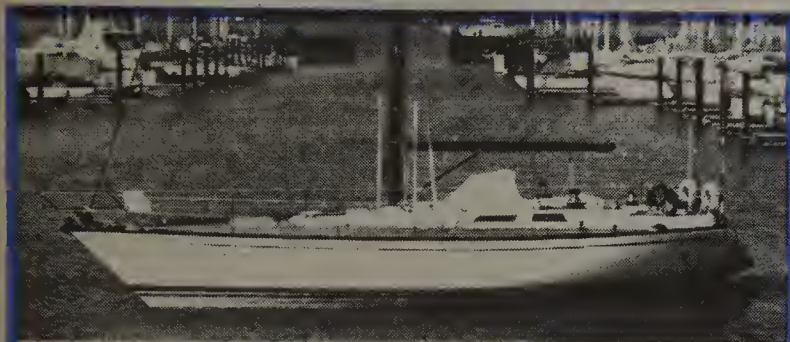
1928 34' LABRUZZI MOTOR YACHT. Port Orford cedar. 75 hp dsl. Well loved & maintained in covered berth. **Asking \$41,000.**

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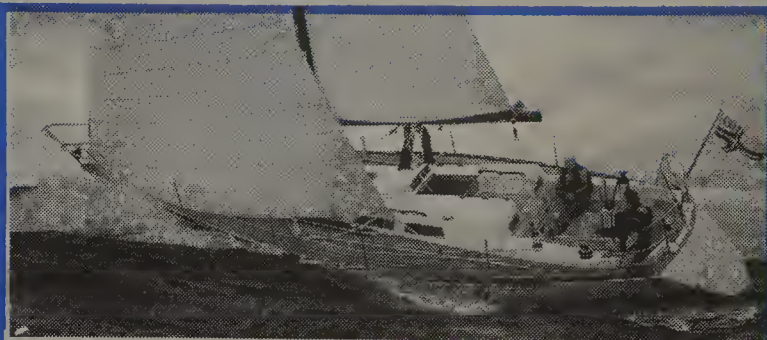
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'84 BALTIC 42DP
"Golden Em"

Special yacht, launched January 1984. Teak decks electric anchor windlass, Reckmann racing/furling, all self-tailing winches. Navtec 2-way hydraulic panel, dodger, cockpit tables, custom galley, mechanical and AC refrigeration, extra tanks, Brookes and Gatehouse instruments, RDF, VHF, Loran C, NECO autopilot plus much more — including five sails! **Asking \$249,000.**



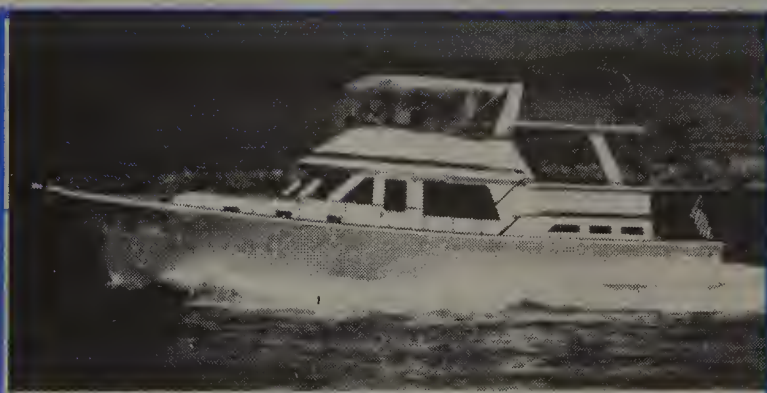
'81 BALTIC 37
"Caviar II"

Hull number 41, one of the last Baltic 37's built. Volvo engine with V-drive, teak decks, hot and cold pressure water with shower, Brookes & Gatehouse instruments, ten North sails. **Now only \$94,500.**



'81 C&C LANDFALL 38
"Bonny Doon"

Meticulously maintained cruising yacht loaded with gear! Roller furling genoa, full batten main, Navtec rod rigging, Barient self-tailing winches, hot and cold pressure water with shower, refrigeration 110v shore power, microwave. **Only \$74,950.**



'85 OFFSHORE 48 YACHT FISHER
"7 No Trump"

The standards of superb craftsmanship and spacious accommodations are beautifully executed in this William Crealock design. The Offshore power yachts are excellent sea boats that are equally pleasant at 12 knots or 20. **Call Chris Boome.**

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34' WYLIE	48,500
34' CUSTOM SLOOP	38,000
34' db2	75,000
35' HINCKLEY PILOT	38,000
35' C&C	75,000
35' SANTANA	55,000
35' ERICSON	30,000
36' ISLANDER	57,500
36' PEARSON	49,000
36' ISLANDER FREEPORT	95,000
37' RANGER	45,000
38' FARALLON CLIPR (2)	35,000
38' C&C LANDFALL	76,500
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39' FREYA (2)	79,500
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41' NEWPORT (3)	69,000
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41' FORMOSA	67,500
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47' VAGABOND	125,000
47' S&S CSTM SLOOP	175,000
48' PH KETCH M/S	250,000 *
50' GULFSTAR	110,000
50' SANTA CRUZ	169,000
51' MORGAN OI KETCH	179,000
62' CRUISING CUTTER	295,000
62' KETCH M/S	349,000
108' ISLAND TRADER	1,150,000

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27' WHALER	57,500 *
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30' CLASSIC FAIRCHILD	44,750
33' CHRIS CRAFT	49,500 *
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34' CHB TRAWLER	49,500 *
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38' MATTHEWS CLASSIC MY	58,500 *
38' BERTRAM	195,000
40' RAISED DECK MY	79,000
41' HATTERAS MY	69,000
42' PRESIDENT SF	160,000
42' SUNDECK MY	165,000 *
42' UNIFLITE	170,000
43' HATTERAS MY	195,500
44' GULFSTAR	172,500
48' NORDIC	329,000
51' CONCORDE MY	375,000
53' HATTERAS	535,000
55' STEPHENS CRUISER	125,000
57' DAYTONA YF	295,000
61' HATTERAS MY	750,000
78' MONK	1,750,000

* AT OUR DOCKS



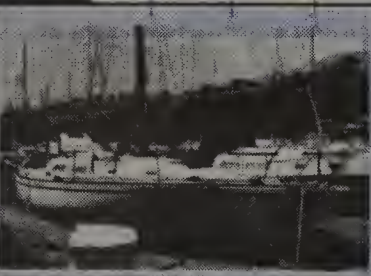
S-2 7.9 26'. Well-equipped for cruising or racing. Retractable keel with trailer. Make us an offer!



55' CRUISING KETCH. Meticulously maintained. Comfortable accommodations. Excellent performing yacht. Very attractive price.



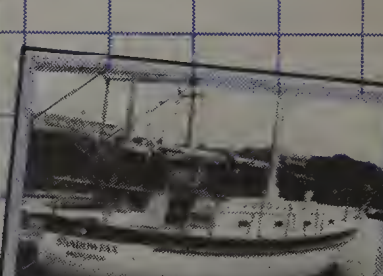
NORTH STAR 40. Superb condition. Ideal liveaboard with aft cabin. Easily sailed by two. Excellent value at \$77,900.



34' PETERSON. Versatile, strong and easy to handle. Excellent racer or cruiser. Very good inventory. Realistically priced.



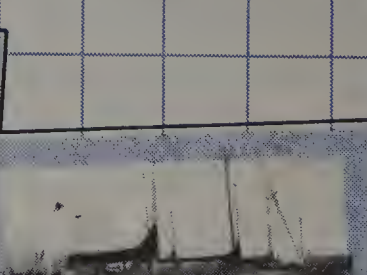
OLYMPIC 47'. Beautiful offshore cruiser with 3 private cabins. Lovely teak interior with ample headroom. A must see at \$149,500.



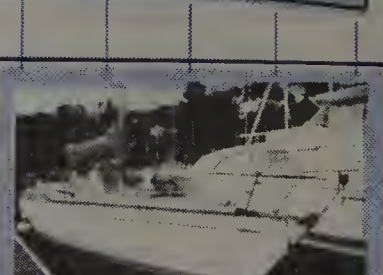
VALIANT 32'. Bob Perry design. Sturdy cruising boat. Ideal for singlehanded sails. Excellent condition. Make offer!



CHEOY LEE 48. Fantastic liveaboard or Bay and Delta cruiser with mid cockpit. Lightly used. Fantastic buy at \$119,000.



41' NEWPORT. Impeccable condition. A lovely, high performance cruising vessel. Well priced. Worth a look.



SWAN 39. Ron Holland design. Excellent condition and well equipped. Rare offering and reasonably priced.

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